

Hongkong Daily Press.

ESTABLISHED 1857.

No. 13,354 號肆拾伍百叁千壹萬第 日陸初月十年六十二緒光 HONGKONG, THURSDAY, DECEMBER 27TH, 1900. 肆拜禮 號柒十式月十年九百九千壹萬第 香港 PRICE \$2½ PER MONTH

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WATSON'S HYGIENOL.

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A. S. WATSON & CO. LIMITED,

THE HONGKONG DISPENSARY.

CUTLER, PALMER AND CO.

WINE SHIPPERS SINCE 1815.

Who have consigned their Brands to Hongkong for over half a century.

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SQUARE BOTTLE WHISKY.

The sale of this good Scotch Whisky increases month by month. It is of Superb Quality and of CUTLER, PALMER & CO.'S Selection.

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JOHN WALKER & SONS' FAMOUS

KILMARNOCK WHISKY.

This World-renowned.

Fine Old Highland Whiskies are shipped by CUTLER, PALMER & CO. and are obtainable in Hongkong of

SIEMSEN & CO.

Hongkong, 26th July, 1897.

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"SPECIAL BLEND" WHISKY

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Distillations of the

Finest Scotch Whiskies

Apply to

SIEMSEN & CO. Hongkong.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE

WEEK DAYS

7.30 a.m. to 8.30 a.m. Every quarter of an hour

8.30 a.m. to 9.30 a.m. Every ten minutes.

9.30 a.m. to 10.45 a.m. Every quarter of an hour

11.30 a.m. to 1.00 p.m. Every quarter of an hour

1.00 p.m. to 2.00 p.m. Every quarter of an hour

2.00 p.m. to 3.00 p.m. Every quarter of an hour

3.00 p.m. to 4.00 p.m. Every quarter of an hour

4.00 p.m. to 5.00 p.m. Every quarter of an hour

5.00 p.m. to 6.00 p.m. Every quarter of an hour

6.00 p.m. to 7.00 p.m. Every quarter of an hour

7.00 p.m. to 8.00 p.m. Every quarter of an hour

8.00 p.m. to 9.00 p.m. Every quarter of an hour

9.00 p.m. to 10.00 p.m. Every quarter of an hour

10.00 p.m. to 11.00 p.m. Every quarter of an hour

11.00 p.m. to 12.00 a.m. Every quarter of an hour

12.00 a.m. to 1.00 a.m. Every quarter of an hour

1.00 a.m. to 2.00 a.m. Every quarter of an hour

2.00 a.m. to 3.00 a.m. Every quarter of an hour

3.00 a.m. to 4.00 a.m. Every quarter of an hour

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1.00 p.m. to 2.00 p.m. Every quarter of an hour

2.00 p.m. to 3.00 p.m. Every quarter of an hour



ANGOSTURA (SIEGHEITS).

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PEACH.

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DRESS SHOES.

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TONIC AND REFRESHING.

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CHEMISTS, AERATED WATER MANUFACTURERS, AND

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SARSAPARILLA.

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LEMON SQUASH.

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WINTER SEASON'S GOODS JUST ARRIVED.

COMPLETE HOUSEHOLD FURNISHING.

LARGEST STOCK OF BEDSTEADS, CARPETS, LINOLEUMS, CURTAINS,

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ESTIMATES FREE.

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SUPERB OLD COGNAC,

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\$22.50 PER DOZ.

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Distinguished by 4 Stars on the label.

This fine Wine is old, soft, and of grand flavour. See analysis and certificate by Professor Cassall.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

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A fine, full, and fruity wine.

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AMOROSO SHERRY,

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BENEDICTINE LIQUEUR—

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\$39.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS, THEY ARE UNEQUALLED AT THE PRICE

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JUST RECEIVED AND UNPACKED IN SPLENDID CONDITION.

A VERY FINE ASSORTMENT OF FRENCH, ENGLISH AND AMERICAN

FANCY SWEETS, CHOCOLATES, BISCUITS, & CAKES, &c.

ALSO A FINE DISPLAY OF

PARISIAN TOYS

FOR BOYS AND GIRLS OF ALL AGES.

RIVER AND COAST PORT ORDERS PROMPTLY EXECUTED.

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6, QUEEN'S ROAD CENTRAL.

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INSURANCE.

STANDARD LIFE ASSURANCE CO.

POLICIES UNCHALLENGEABLE.

Policies are unchallengeable after two years

duration, on any ground connected with the

original documents if any has been proved.

Form of Proposal and all particulars may be

obtained from

DODWELL & CO. LIMITED,

Agents.

Hongkong, 9th November, 1899. [2-1873]

HOTELS.

HONGKONG HOTEL

A First Class Hotel in every respect

Elegantly Furnished Reading, Music, and

Smoking Rooms.

Dining Accommodation for 250 persons.

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout

Wines and Groceries imported specially from

Europe and America.

Electric Lighting in the Billiard Rooms.

Wines, &c., cooled by Refrigerator.

All Hotel Linen washed on the premises by

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Bedroom Accommodation—132 rooms.

Fire Extinguishing Mains on every floor

CHARGES MODERATE.

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THE

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City Office: 7, Duddell Street.

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PLUNKET'S GAP, The PEAK, near the

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Tel. 56.

For Terms, apply to the

MANAGER.

Hongkong, 2nd July, 1900. [1029]

THE WAVERLEY HOTEL.

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A

FIRST-CLASS PRIVATE HOTEL.

Handiely Furnished and Exceedingly

Spacious Rooms.

Very MODERATE TERMS to FAMI-

LIES by the DAY or MONTH. [45]

THE CONNAUGHT HOTEL.

A FIRST CLASS HOTEL of 45 Bed-

rooms, elegantly furnished.

The Hotel is situated near all the Banks and

Principal Offices in the Colony.

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A. S. WATSON & CO.,
LIMITED.

ALL KINDS OF GOODS REQUIRED
FOR THE PRESENT FESTIVE SEASON
CAN BE PROCURED AT THE
HONGKONG DISPENSARY.

UNIQUE SELECTIONS OF
CONFECTIONERY.

WINES AND SPIRITS OF THE
FINEST DESCRIPTION.

CIGARS AND CIGARETTES OF THE
BEST BRANDS.

PIPES, POUCHES, TOBACCOS AND
SMOKERS' REQUIREMENTS.

GENERALLY.

FANCY BOXES, CUT GLASS BOTTLES,
PERFUMES AND ARTICLES SUIT-

ABLE FOR PRESENTS.

A. S. WATSON & CO.
LIMITED.

ESTABLISHED 1841.

BIRTH.

On the 17th December, 1900, at Ningpo, the wife of F. J. HOWELL, F. M. Customs, of a daughter.

MARRIAGES.

On Christmas morning, 1900, at St. John's Cathedral, Hongkong, by the Rev. R. F. Cobbold, M.A., GEORGE ALBERT WATKINS, of Hongkong, to ELLEN FANNIE, eldest daughter of the late William Henry FANNIE, of Denmark Hill, London. (3283)

On the 10th December, 1900, at the Holy Trinity Cathedral, Shanghai, by the Rev. H. C. Hodges, M.A., GEORGE THOMAS MONEY EDWARDS, only son of the late G. T. EDWARDS, of Nantow, Gloucestershire, to WINIFRED, second daughter of the late Joseph Henry GASKIN, of Lon.

On the 10th December, 1900, at Valletta, Malta, EDWARD B. HOEKIN, of the Eastern Telegraph Service, to MARIE G. STINE, late of Shanghai.

DEATH.

On the 18th November, 1900, at her brother's home in Denbyer, N. Y., ELIZABETH SWINNEY, M.D., member of the S. D. B. Mission, West Gate, Shanghai.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, December 27th, 1900

The letter which our correspondent, writing from Shanghai, sends us on affairs in the Newchwang neighbourhood, though it reports outrages by Boxers and disbanded soldiers on the country people, and occasionally on foreigners, on the whole tells of a better condition of affairs than could have been hoped for some weeks back. The work of pacification has not, it seems, proceeded on the lines on which Russia commenced her work on the Amur River. Possibly we shall never arrive at the exact truth about the treatment of the Chinese inhabitants on the north bank of that river; but, though the full story is first reported from non-Russian sources appeared incredible, it can hardly be doubted that the Cossacks at least were guilty of atrocities shameful to the troops of civilised nations. The march of the Russian columns through Manchuria was stated on good authority to be marked by similar conduct. It looks now as if the first severity—to use a very mild term—were intended to teach the lesson and the subsequent change of policy were meant to conciliate the country folk, who can no longer be blind to Russia's power. If this be so, the time of the change has been well chosen, for now that the wreck of the Boxers and the Imperial forces are reduced to greying on their own compatriots, the troops of the Tsar are enabled to stand forth as the champions of the peaceable natives. In fact, Russian diplomacy has shown its usual perspicacity. In the whole matter of Man-

churia Russia has been able to profit by the action or inaction of others. It was the blow struck by Japan at China which first gave her the chance of securing a foothold at Port Arthur, after Germany had seized Kiaochow. It was British official want of purpose and ignorance of the facts which made that foothold permanent and exclusive. British officialdom has assisted again, in the past half-year, in the extension of Russian control over a great part of Southern Manchuria. There seems no reason why Russia should now take less than she can get. Our correspondent asks: "Is the importance of the province (Manchuria) sufficient to justify us in taking steps to keep the trade open to all comers?" This might be put another way. Are we to expect Russia, it might be asked, to keep the pledges which she has given about the trade of China? One of the objects of the Anglo-German Agreement concerned the maintenance of the integrity of China. If our diplomats are about to assent to the quibble that Manchuria is not part of China, are they also going to agree to the shutting out of our traders from the province? Every individual out here has been considering these questions, as our correspondent says that he should; but we very much doubt whether the taxpayer at home is giving even a moment's thought to them. If he does, he probably soothes his feelings with the idea that there is the open trade of the Yangtze Valley, not troubling to reflect that this was always open to us and that of South Manchurian trade he is proposing to surrender his country's share in return for nothing at all. When the history of England's connection with the Chinese Empire comes to be written, the future historian will be able to point out one phrase which did incalculable harm to the interests of England in China, namely "our sphere of influence in the Yangtze Valley."

Christmaside with the Hongkong branch of the Missions to Seamen was observed at the Star Coffee House by the manager, Mr. H. C. Ashman, preparing a reasonable dinner for those seamen of the Royal Navy, and the sailing ships in harbour who were ashore for the day. Quite a large number partook of the good things provided for them.

The service at St. John's Cathedral on Christmas morning was well attended. The edifice had been tastefully decorated from the portal to the chancel, and altar-steps with seasonal greenery and ferns. The processional hymn was "Hark the Herald Angels sing," and the Anthem "Awake, O Zion," by Stainer. During the offertory the hymn "O come, all ye faithful" was rendered by the choir. The Lord Bishop of Victoria, the Right Rev. J. C. Hoare, M. A., was the preacher.

The annual Christmas dance of the Hongkong Police was held at No. 8 Station on Tuesday evening, when there was a large attendance. Dancing commenced at nine o'clock, and was kept up with great spirit and enjoyment until the small hours of the morning. Mr. Grant acted as master of ceremonies. Lance-Sergeant Kent acted as secretary, and, with the help of an able committee, carried the proceedings through to a successful close. The ballroom was gaily decorated with bunting and greenery. Inspector and Mrs. Duncan were warmly thanked for their kindness in extending the hospitality of their home for the occasion.

Under the heading of "Italy and China" the *Nagasaki Express* makes the following curious statement:—From a reliable source we learn that the two Italian cruisers now in harbour, the *V. Pisani* and *Pieromaco*, the former flying the flag of Rear-Admiral Candiani, will leave here to-day for Wosung. At the latter place the *Calabria* will join them, and the three vessels will then proceed to Sanmun Bay. A landing is to be effected and a military occupation of the territory will take place. A hospital and other buildings will be erected and the locality is to afford a health resort for Italian sick and wounded troops from North China. Apparently Italy, with the consent of the other Powers, is taking advantage of the present troubles to enforce her demand for the cession of the above port, the possession of which was so strenuously denied her by China some two years ago.

St. Peter's Church was well filled on Christmas morning, when the congregation were treated to a carol-selection and a solo from the Messiah "For behold darkness shall cover the earth." Later in the day the church members and their friends entertained the seamen from the various mercantile marine vessels in harbour to a fete at Little Hongkong, where a variety of sports were indulged in. The company left Hongkong in several launches. There were, in all, about 150, including some men from the siege train at Kowloon, the Royal Welsh Fusiliers and blue-jackets from the men-of-war. The programme included tugs of war, throwing the hammer, flat races, &c., and concluded with an all-round seasonable tea. Prizes were subsequently presented to the successful competitors in the various events by Miss Johnston of Fairlie, and Miss Mabel Sheffield, who was introduced as the skipper, opened a deeply-laden sea-chest (which took the place of the annual "Brig") and distributed useful presents to the assembled company. At the close it was testified that the day's entertainment had been one of the most enjoyable which has been held within the history of the church.

A hockey match at Shanghai on the 18th inst., Ireland v. The World, ended in favour of Ireland by three goals to one.

The half-yearly Golf Championship of Ceylon was won at Colombo on the 1st inst. by Mr. C. B. Elliott, who had previously won it at Nawara Eliya this year.

Owing to the miscarriage of the score-book on its way from the Cricket Ground yesterday, we are obliged to hold over the full report of the match between the Club and the United Services until to-morrow's issue.

Mr. W. Holland has proceeded to Ichang to resume his post of British Consul at that port, and Mr. E. C. Wilton, who acted for him during his absence on furlough, goes on to Chungking to relieve Mr. M. F. A. Fraser.

Mr. James Watts, whose ride from Tientsin to Taku was the means of saving Tientsin from the Chinese, has been rewarded by the German Emperor. He has received the Rettungs-Medaille, which is a high civil decoration given for the saving of life.

According to a Japanese paper, the Chilean Government has decided to reduce its navy, as a result of the recent conclusion of an arbitration treaty among the South American republics. It is reported that a cruiser will be sold to Ecuador, another warship to Peru, and two torpedo-boat destroyers to Japan.

We have received the programme of the Amoy Race Club Meeting on the 10th, 11th, and 12th prox. Six races are on the list for each day, the chief attraction being the Amey Stakes on the first day and the Champion Stakes on the third. The entries include *Wizard*, *Thistle*, *Tocin*, *Leitchment*, and *Sin-ho*, representing Messrs. R. B. Johnson, Rounsaville Widdman, and the last three G. Hutton Potts.

One of the newly elected M.P.'s is already dead—Mr. D. MacAlister, Nationalist member for North Monaghan. Sixty-six years old at the time of his death, he started as a shoemaker, but became a journalist. When editing the *Ulster Examiner* he was sentenced to four months' imprisonment and fined £250 for contempt of Court, in charging the late Judge Lawson with not acting impartially in the Belfast riot cases.

A diabolical plot to blow up the U.S.S. *Pam-ganga* by inserting cement in her boiler was recently frustrated by a final inspection, says the *Manila Times*. The work had all been performed by native mechanics and it seems improbable that one or two could have prepared the boiler for destruction without the knowledge of the others. To allow such a fiendish plot to pass unpunished is to invite the perpetration of equally or more dangerous crimes, adds the *Times*.

Four more arrests have been made in connection with the Tokyo scandal, says the *Japan Mail*. Among them are Mr. Iwai Kanemitsu, a member of the City Council, and Mr. Toshiyuki Tsunamatsu, a well-known politician and member of the House of Representatives. The arrest of Mr. Toshiyuki has created a sensation, as he is a barrister with an extensive practice, and is supposed to enjoy the full confidence of Mr. Hoshi Toru. The other persons apprehended are Mr. Natsume and Mr. Nakamura, civil engineers. The excitement connected with the scandal is growing.

The *Times of Ceylon* of the 5th inst. says:—The P. & O. *Massilia*, which arrived at 5 p.m. yesterday from Calcutta, had to report the occurrence of two fatal cases of cholera one day off Colombo. Both the victims were lascars and the bodies were buried at sea. The vessel was placed in strict quarantine till this morning, when she was allowed to work in quarantine, and the passengers for Colombo were allowed to land. The *Massilia* leaves for Bombay to-night, and will run on the Bombay-China line. Hitherto she has been on the London-Calcutta line.

With regard to the damage sustained by the American sailing-vessel *John Seefield*, Japanese papers say that the steamer *Bisshin-maru* which was sent to the scene of the disaster from Nagasaki by Messrs. Holmes, Ringer & Co., returned on the 5th inst. with seven members of the crew of the sailing-vessel. The *John Seefield* was on her way to Port Arthur when she stranded near the Van Diemen's Strait. She was floated later, but having sprung a leak she was compelled to put into Toi Bay to obtain assistance, where the bottom of the ship was temporarily repaired. In spite of the fact that the ship was still making water, she left on the 3rd inst. and has now gone into dock at Nagasaki. Two American sailors, two Japanese, one Englishman, one Frenchman and one Danish having objected to serve on the vessel, they were brought to Nagasaki by the *Bisshin-maru*.

The N. C. Daily News Weihsui correspondent writes thus of the beginning of winter at that port. On the night of the 7th, and on the following day, he says, snow fell to a depth of two feet full, the heaviest fall remembered since the 14th year of Kwang Hsi. This was succeeded by a rise in temperature, and it has been thawing ever since. What with the pirates preventing the arrival of grain, and so enhancing the price of the meagre stock held locally, and the snow making the roads impassable to sellers of firewood and straw, the natives are not having a rosy time. This is a limited alleviation of their troubles in the worst the snow has given to coolies, perhaps, but on the other hand, mason and out-door work generally may have to cease any day. The severer frosts cannot be long delayed now, the season for the poor to suffer has set in.

No deaths from plague have occurred in South Africa, says a London telegram of the 4th inst., since it has been medically controlled. This is attributed to the Yersin inoculation.

Capt. the Hon. Hedworth Lambton, having failed in his effort to get into Parliament, is said by the "home" papers to be anxious to go back to his profession and resume his naval duties at an early date.

Capt. David Beatty, D.S.O. R.N., who was promoted post-captain for his services in North China, is completely disabled as far as his left arm is concerned. He was last month in London, undergoing medical treatment.

The *Dublin Evening Herald* of the 4th inst. having started, for unexplained motives, the canard that Lord Halifax, President of the English Church Union, had decided to become a Roman Catholic, Lord Halifax has contradicted the story in the home press.

Lord Monckswell, in a letter to the *Times* of the 25th ult., in reference to the purchase of Indian Railways, says "he hopes the journals will give powerful support to the proposition that Indian Railway shareholders have a right to know whether Government intends to persevere in the project which will deprive them of half their property."

The revolver accident to Mr. J. A. Stuart, of Horagalla estate, Dolobogla, Ceylon, which we have already recorded as occurring on the 3rd inst., ended in the death of the unfortunate planter. Deceased was only 22 years of age, and had been in the island about two years. He was the second son of Mr. John Stuart of Middleton, Talawakella, and was popular in the district in which he resided.

The specie reserve in the Bank of Japan has dwindled from 100 millions to 65 millions. There is still an excess of imports over exports, amounting to 50 millions, that has to be settled. This is a serious fact. Two plans are suggested for relief, one being the disposal of all silver in the possession of the government, and the other the sale on the London market of 20 millions' worth of the 4 per cent. bonds possessed by the Bank.

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THE TAYLOR-CARRINGTON COMPANY AT THE THEATRE.

PERFORMANCE OF "TONY TOMMY ATKINS" LAST NIGHT.

No one desirous of passing a pleasant evening can do better than patronise the Theatre Royal to-night, when the Taylor-Carrington Company are giving a second performance of the musical extravaganza *Tony Tommy Atkins*. The first performance last night was a great success. The piece is full of fun, catchy music, and clever dancing, and the audience was kept amused and interested from start to finish. The scene in the first act is laid in England, and was introduced to Major-General Horatio "Tony Tommy Atkins, and Lady Constance. The Major-General loses his heart to Lady Constance, who, however, does not return his love, preferring the Private, Tony Tommy Atkins, to the General. Thinking to get rid of his rival and thus secure a clear field for himself the General sends Tony to South Africa. Here Tony distinguishes himself to such an extent in fighting the Boers that he is made Commander-in-Chief, and on returning to the old country marries the lady of his choice, and both "live happily ever afterwards."

Miss Carrington, who took the part of Tommy Atkins, excelled herself, comporting herself with a jaunty ease much in keeping with the part. She looked well in her fine uniform and contributed several songs which went with a swing and were great successes. Miss Angie Potter made an admirable Lady Constance, whilst Miss Laura Roberts as Angelique, the French maid, made a decided hit with the "Lu-Lu" song and dance. Miss Della Lee was noticeable as Geisha Kruger. Mr. Charlie Taylor as Sergeant McSpoofer (an Irish Scotchman) kept the audience in the roar with his comicalities. It is generally admitted that as a comedian Mr. Taylor is one of the best we have had in the colony for some time, and none of the characters in which we have seen him does he come out stronger than in Sergeant McSpoofer. Other characters in the play, one Rev. Mr. Smugford (an amorous parson), Mr. C. W. Taylor, President Steyn, Mr. G. Inglis, Com. Paul, Mr. G. Page; Babs, Mr. Mellin; Nurse Wilson, Lady C. Clive; and Drummer McSawee, Mlle. A. Martell.

On Friday night *The Shaughraun* will be staged, on Saturday *Called Back*, on Monday *East Lynne*, and on Tuesday *Faust*.

BEWARE of the Party offering imitations of MACNIVEN & CAMERON'S PENS. They come as a boon and a blessing to men. The Pickwick, the Owl, and the Waverley Pen. Sold at all Stationers. MACNIVEN & CAMERON, Ltd., Waverley Works, Edinburgh. (1699—)

No deaths from plague have occurred in South Africa, says a London telegram of the 4th inst., since it has been medically controlled. This is attributed to the Yersin inoculation.

Capt. the Hon. Hedworth Lambton, having failed in his effort to get into Parliament, is said by the "home" papers to be anxious to go back to his profession and resume his naval duties at an early date.

Capt. David Beatty, D.S.O. R.N., who was promoted post-captain for his services in North China, is completely disabled as far as his left arm is concerned. He was last month in London, undergoing medical treatment.

The *Dublin Evening Herald* of the 4th inst. having started, for unexplained motives, the canard that Lord Halifax, President of the English Church Union, had decided to become a Roman Catholic, Lord Halifax has contradicted the story in the home press.

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The transport *Peking* arrived on Christmas Day from Manila.

The hospital-ship *Carthage* left yesterday for Weihaiwei, and the transport *Ujina* for Calcutta.

The M. M. steamer *Indus*, with the outward French Mail, will leave Saigon on Friday, the 28th inst., at 5 a.m., for this port.

The O. & A. steamer *Doric*, with mails, &c., left Shanghai for this port on the 25th inst. at 11 a.m.

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LATEST STEAMER MOVEMENTS.

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TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENTS.]

SHANGHAI, 26th December, 7.40 p.m.

WUCHANG PREPARES FOR THE DOWAGER.

Chinese officials report that preparations are being made at Wuchang and Siangyang, in Hupeh, to receive the Empress Dowager.

THE KANSU REBELLION.

The news of the Kansu rebellion is confirmed, but the Viceroy Wei Kang-tao remains at Lanchow with a large force of Hunan troops.

LONDON, 24th December, 3.55 p.m.

THE JOINT NOTE.

It is reported that all the Ministers have signed the Peking Note.

PEKING CLUB LOOTED.

The Germans have seized and completely looted the Peking Club.

THE WAR IN SOUTH AFRICA.

LONDON, 24th December, 3.55 p.m.

THE BOERS IN CAPE COLONY.

Lord Kitchener thinks that the Boer movement in Cape Colony has been checked. The British are getting round the enemy.

GENERAL NEWS.

LONDON, 24th December, 3.55 p.m.

THE COTTON INDUSTRY.

There is an improvement in the Lancashire cotton industry, and large supplies of American and Egyptian cotton are arriving.

THE VICEROY'S CUP.

CALCUTTA, 25th December, 8.15 p.m.

had admitted being guilty, and would be fined \$15 or fourteen days' imprisonment. The fine was paid.

CHRISTMAS JOLLIFICATIONS.

Christmas Day brought with it the usual number of cases of drunk and incapable. The offenders were dismissed with a caution.

BEFORE MR. KEMP.

STREET GAMBLING.

Two coolies denied that they had been gambling in the public street. A witness deposed that he saw the defendants, surrounded by a crowd, playing at *l'au game* in Praya East. They were taking money, which they threw away when he approached. They went to prison for seven days.

UNLAWFUL POSSESSION.

A coolie admitted being in unlawful possession, at Yau-nang on the 25th, of one pair of rubber shoes, value one dollar, and was fined \$10 or fourteen days. He went to prison.

A woodcutter pleaded guilty to stealing two bundles of newly-cut branches, and was fined \$3 or seven days. He also went to prison.

THEFT AT MOUNT AUSTIN BARRACKS.

Ah Yung, a servant at Mount Austin Barracks, was charged with stealing two silver dollars from the officers' quarters at Mount Austin Barracks, the Penk. The money was stolen from the defendant's master, a lieutenant in the Royal Welsh Fusiliers.

The complainant states in evidence that on Sunday night he put seven dollars in a drawer in his room, and on going to get some money on Monday morning, he found that two dollars were missing. Witness was just going on duty, and had no time to make enquiries. In the evening, when he threatened to have him arrested, the defendant said he stole the money to buy food.

A private in the Fusiliers said he was ordered by the complainant to take the defendant to the police station. On the way he confessed having stolen the money. Witness did not hold out any inducement for him to do so.

The sentence was fourteen days' hard labour.

DAMAGING A CHAIR.

A private in the Royal Welsh Fusiliers said he did not remember when asked if he had, whilst drunk, damaged a public chair to the extent of two dollars.

He was ordered to pay compensation to that amount to the complainant, a coolie.

RUSSIA AT TIENTSIN.

A correspondent signing himself "X" writes to the *Times* as follows:—The news from Tientsin of the latest pieces of Russian aggression in claiming the land on the left bank of the Peiho, immediately opposite to the British concession, causes serious apprehensions to these who have been thus assailed. The land in question is largely the property of the Imperial Chinese Railways, which was duly hypothecated as security under the agreement for the loan of \$2,300,000 raised in England with the knowledge of her Majesty's Government. However, by far the more serious aspect of the case is the dominating position which Russia would occupy in the unlikely event of her claim being acquiesced in. As the position selected commands the means of ingress and egress to and from Tientsin by railway (water cannot always be relied on owing to the silt contained in the Peiho), it would be in the power of Russia, if she liked, to hamper or strangle the trade of Tientsin. That is hardly a comforting reflection, although none the less true. British interests in the port are of great amount with regard to the trade itself, the carrying of it, and in the money invested in real estate, docks, the railways, and vessels for lighting and hauling. Russian interests, on the other hand, are almost nil, save in the transit of goods, which traffic will disappear when communication through Tientsin with Russian Siberia is opened. Russian firms do not participate in either export or import trade of the port. In connection with the above it must not be forgotten that Tientsin is the second largest port in China, whose trade has doubled itself during the last ten years and is capable of enormous development. "No port in China has increased in trade in the same ratio in the corresponding time. The establishment of Russia in Tientsin seems utterly unjustifiable. Certainly the position mentioned in the report, it is a gross outrage to British interests. It has already renounced the rights, previously upon us under the Treaty of Tientsin of 1859, to compete in railway enterprise in Manchuria in favour of Russia. She may well rest satisfied with that and her acquisitions at Port Arthur and Tientsin. Nothing which our Government has done in China during the last three years has been more consistent with their repeatedly declared policy of striving to maintain the independence of China than their approval of the Chinese Imperial Railway Agreement for the loan of \$2,300,000. By that agreement the railways were to remain in Chinese hands, so long as the terms of the agreement are complied with. Bondholders need feel no uneasiness about the Chinese paying their obligations, however much they may fear Russian interference. There is nothing the Chinese have more justly protested against, or felt more keenly than the loss of their sovereign influence in the Shantung and Manchurian lines. In recent events the attitude of the bondholders has been one of "patience and watchfulness," confident that our Government will safeguard their just rights and British interests generally in North China. Let us trust that their hopes will not be disappointed.

The U.S. naval collier *Justin*, now at Manila, is the first vessel to be tried under the new system of manning auxiliary ships of war with a merchantman crew, says a Manila paper. Most of her officers, and many of her men, however, have seen service in the navy.

A HELPLESS CRIPPLE!

N. Benport, of Northborne, says:—For nineteen months I lay a helpless cripple from Rheumatism. The weight of my body was reduced from 170 lbs. to 130 lbs., a proof of the terrible pain I had to endure. During all this time, I sought a cure, but after using everything I heard of, such as aninals, electricity, Turkish Baths, and above all uselessly employing physicians, I considered myself incurable, especially so, when the last physician told me that he would not accept any more money from me, as the case was beyond the human grasp. At this time I noticed your advertisement in one of the morning papers. I ordered Little's Oriental Balm with very little confidence, but I was surprised and pleased to find that it was so wonderfully improved and the continued use of your wonderful remedy cured me with the help of God of Rheumatism.

For my part I shall do all in my power to spread its merits. Sold at No. 1 per bottle. Agents for Hongkong—THE VICTORIA DISPENSARY, LD.

MANILA.

[FROM OUR CORRESPONDENT.]

Manila, 20th December.

THE RETURN OF THE VOLUNTEERS.

On 11th December the War Department at Washington cabled to General McArthur at Manila in reference to the return of the volunteer troops who have been in the service since July, 1899. It was a cable that has been long expected; in fact the Adjutant-General has been talking about it since before the elections in the beginning of November. As it reduces the present strength of the Philippine forces by about one-half—and everybody knows that the army to-day is barely half large enough to tackle the insurrection in such a way as to handle the question successfully and enforce order—it will not be any exaggeration to say that nobody had the slightest idea that the announcements of the Adjutant-General would be carried out until after long delays. Therefore it was all the greater surprise when a bulletin was posted in the military headquarters on Tuesday afternoon, saying that in accordance with instructions received from Washington the movement of the Volunteers from these islands to the United States for muster out will begin about January 1st, 1901. It is proposed to return the regiments as nearly as practicable in the order of arrival in the Philippines, and these men will be replaced by regular troops to be sent from the United States. At the same time instructions were issued concerning the carrying out of the details of the movements under the supervision of the Department Commanders, who will assemble the regiments at Manila or elsewhere, as may be directed from Headquarters. Under this arrangement the 37th Volunteer Infantry and the 11th Volunteer Cavalry will be the first troops to return and their date of departure is set for New Year's Day.

THE U. S. MILITARY DIFFICULTY.

This is all very well, and brings joy to the hearts of the Volunteers, but it certainly seems as though the War Department is counting its chickens before they are hatched. Under the actual conditions existing to-day there is no provision for the raising of new regiments to replace the Volunteers, and there are not enough regular troops stationed in the United States to do more than maintain order in their several districts. In fact the States have never in their history been in a much worse position as regards home protection. Almost the entire army is on foreign service. For the last three weeks Congress has been struggling with the Army Bill, and up to to-day we have had no notice of its passage or rejection. This most important Bill provides for the necessary increase in the forces that will admit of the substitution of regular troops for the present Volunteers. Its provisions were framed to authorize the raising of an army sufficiently large to immediately relieve the twenty-four infantry regiments and the 11th Cavalry now in the Philippines. It is in this way only that the Volunteers can be returned to America. Even the most optimistic person will concede that it would be impossible to withdraw the volunteer army without ruining all hope of success in the archipelago. In view of these conditions it is surprising that we hear of the order for the return of all the Volunteers before the decision of Congress is known. In the meantime we must put faith in Congress and the War Department and take it for granted that they thoroughly understand each other.

A CRITICAL PERIOD.

Doubtless since the election of President McKinley and the persistent assurances of the military heads, especially General Otis, that the war is all over, the public is howling for the return of the troops and the reduction of the war expenditures. It is to be hoped that the experienced administration will legislate in such a way that the islands will be adequately garrisoned, so that some good may come of the hard-fought position that the United States occupy here to-day. It is a critical period where the slightest let up in the military activity will lead to the greatest of disasters and to the loss of practically all that has been gained during more than two years of war.

SANDAKAN NOTES.

[FROM OUR CORRESPONDENT.]

Sandakan, 13th December.

THE GOVERNORSHIP OF NORTH BORNEO. Mr. E. W. Birch, of Negri Sembilan, has been appointed to the Governorship of British North Borneo and Labuan, in succession to Governor Hugh Clifford, C.M.G., and it is understood that the former will arrive at Labuan next month to take up his new post. All who have known Mr. Birch speak very highly of his enthusiasm, energy, and tremendous capacity for work, and there is but little doubt that no appointment in succession to Mr. Clifford could have given more genuine pleasure to those who wish to see Borneo advance and prosper. This second Colonial Office appointment has given an amount of confidence to the country's well-wishers that has to be felt to be thoroughly understood.

EXPORT CARGOS.

Per steamer *State of Maine*, sailed on the 11th December—5 cases camphorwood trunks, 57 cases straw cutlery, 129 pieces rattan chairs, 138 cases blackwoodware, 200 cases job sticks, 872 bales rattanware, 1310 cases cassia, 3584 rolls matting, 7560 cases palm leaf fans, 10,029 pkgs. crackers.

Per steamer *Ulysses*, sailed on the 14th Dec. For Liverpool—871 bales hemp. For New York—497 bales hemp.

Per steamer *Ernest Simon*, sailed on the 17th Dec. For Marseilles—140 bales raw silk, 66 bales pierced cocoons, 14 cases silks, 22 cases fans, 4 cases preserves, 8 cases curries, 65 pkgs. tea, 1 box treasure (\$1,327). For Milan—5 bales raw silk. For Lyons—75 bales raw silk.

A Crown Bound Cookery Book, containing 180 original recipes for all kinds of savouries, Invalid Cookery and Sweets, is sent free to all who post their LEMCO Extract jar wrapper to Liebig's Extract of Meat Co., Ltd., 9, Finchchurch Avenue, London.

THE PEACE NEGOTIATIONS.

According to Tokyo advices, summing up information possessed by the Japanese at Shanghai, the Diplomatic Corps is still in conference with regard to various items to be demanded of the Chinese peace commissioners. It is reported that the representatives of the Powers have decided to resume hostilities in the event of China failing to comply with the ultimatum of the Powers. Prince Ching and Viceroy Li Hung-chang are not in a position to present any peace terms to the foreign representatives, who have caused the Chinese Commissioners to wait for conditions stipulated by the Allies. Being dissatisfied with this state of affairs, some of the staff of Ching and Li Hung-chang have already left Peking for Shanghai.

Having approved of the peace conditions adopted by the Diplomatic Conference at Peking, the advice continues, the majority of the Governments of the allied Powers have already appointed their representatives to act as plenipotentiaries. The power invested in the Foreign Ministers is stated to be limited, as the Governments reserve the right of final decision in important affairs. The Diplomatic Corps has at last acknowledged Prince Ching and Viceroy Li Hung-chang as the Chinese peace ministers vested with plenary powers, but some of the allied Powers have not yet appointed their representatives to negotiate peace with the Chinese Commissioners, and accordingly the formal opening of the peace negotiations will probably not take place till the end of next month.

RUSSIAN OPERATIONS IN MANCHURIA.

[FROM OUR CORRESPONDENT.]

Shanghai, 18th December.

THE RUSSIAN OCCUPATION.

News despatched in tone is reaching us here from Newchwang. Outrages on Chinese, and when opportunity offers on foreigners as well, seem to be the order of the day in the country lying round that port. Boxers and soldiers alike unite in robbing and murdering all and any they meet in their day's march. The Russian forces have captured the town of Liao Yang without encountering any or much resistance. It is reported that the Russian general met with some mishap in the course of these operations, but of no serious nature, and is now in peaceful possession of the town. But news like this is, after all, but the counterpart of what might and does come from a hundred other places and districts in North China. The point in connection with Manchuria that is to be noted is the tacit acceptance by England of Russian occupation. On the other hand, there is the fact of the non-interference of Russia with Shanghai, and the Yangtze Valley generally. So that what has been rejected by both countries under the name of Spheres of Possession has been accepted under that of Spheres of Pacification. How long that pacification will last, whether it will be of any indefinite extent as to merge the latter into the former, depend on the countless threads that go to make up the web of diplomacy. But to the ordinary observer the fact is patent, from the date of the withdrawal of the British Fleet from Port Arthur down to the present moment when Russian troops and Russian troops alone are operating round and about Newchwang, that the British Government have determined to recognize that it is a place gone beyond their control, and that, no matter under what name the nominal possessor may appear, the actual influence and power over Manchuria will remain in Russian hands; or at least until such time as that dream of Sir Robert Hart's is realized, and China's millions sweep Russian and English, Slav and Saxon, before them on their western march.

THE QUESTIONS AT ISSUE.

It is pleasant to be able to record that the most trustworthy accounts from Manchuria describe the Russian operations as being conducted on the lines of civilized warfare and that such scenes as accompanied the Russian conquest of the country round Khiva are neither authorized nor enacted in Manchuria. Supposing then the pacification carried out, restoration of order will bring renewal of trade, and with that renewal the certainty that British merchants will, as before, make strenuous efforts to obtain their share of it. Must it and does it of necessity follow that they will not succeed in doing this? If not, is the importance of the provinces sufficient to justify us in taking steps to keep the trade open to all comers? Can any steps which England can take keep it from falling under the denomination of Russia? These are questions which not only every individual out here must consider and answer, but which every individual tax-payer at home must have plainly put before him and be called upon to decide.

MANCHURIA AND THE YANGTZE.

The situation may not imply to be compared to the Fashoda incident. French trade is as welcome up the Nile as English, but if there is any pacification to be done we showed pretty plainly that it was not France, who would undertake it. So in Manchuria, who shall say that in avoiding the possibility of a similar situation our Government have not acted wisely; or that the Russians in accepting the fact that the maintenance of order on the Yangtze pertains to the functions of Great Britain rather than to Russia, have not done more to preserve the concord of the Powers than perhaps the more thoughtless amongst us would give either credit for?

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NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

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"KANAGAWA MARU," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before 24 hours TO-DAY.

No Fire Insurance will be effected. All ship-damaged packages must be left in the Godowns and Notice of same sent to this Office before the 1st prox., or claims in connection therewith will not be recognized.

NIPPON YUSEN KAISHA, Agents, Hongkong, 22nd December, 1900. [324]

FROM HAMBURG, PENANG, AND SINGAPORE.

THE H. A. L. Steamship

"SAMBIA," Captain Schmidt, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M. TO-DAY, the 21st inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th instant, at 3 P.M. No Fire Insurance has been effected. SIEMSEN & CO., Agents, Hongkong, 21st December, 1900. [323]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "QUEEN ADELAIDE."

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense. DODWELL & CO., LD., Agents, Hongkong, 20th December, 1900. [10]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA."

FROM TACOMA, VICTORIA, YOKOHAMA AND KOBE.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense. DODWELL & CO., LIMITED, Agents, Hongkong, 20th December, 1900. [10]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—From London, ex s.s. *Ronic*, *Parramatta* and *Victoria*. From Persian Gulf, ex s.s. *Pemba*, *Mushari* and *June*.

Goods not cleared by the 30th instant, at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

A. M. MARSHALL, Acting Superintendent, Hongkong, 23rd December, 1900. [1]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM KOBE.

THE Steamship "GISELA," having arrived, Consignees of cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the undersigned before noon on the 30th of December, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 30th of December will be subject to rent. Bills of Lading will be countersigned by SANDER, WIELEER & CO., Agents.

Hongkong, 24th December, 1900. [6]

NOTICES TO CONSIGNEES.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, ADEEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Steamship

"MARIA VALERIE," having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

This Vessel brings Cargo:—From Trieste, ex s.s. *Clia*.

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Bills of Lading will be countersigned by SANDER, WIELEER & CO., Agents, Hongkong, 24th December, 1900. [6]

FROM HAMBURG, PENANG AND SINGAPORE.

THE N. G. L. Steamship

"FREIBURG," Captain Proesch, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M. TO-DAY, the 24th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st inst., at 3 P.M. No Fire Insurance has been effected. SIEMSEN & CO., Agents, Hongkong, 24th December, 1900. [3250]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"JAVA," FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before 3 P.M. TO-DAY.

Goods not cleared by the 30th instant, at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

A. M. MARSHALL, Acting Superintendent, Hongkong, 24th December, 1900. [1]

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WM. PARLANE, Manager, Hongkong, 17th February, 1899. [89]

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Hongkong, 6th December, 1900. [3081]

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DIE EINTRAGUNGEN in das Handelsregister sowie anderweitige Bekanntmachungen des Kaiserlichen Konsulats werden im Jahre 1900 durch die Zeitungen "Der Oesterreichische Lloyd" in Shanghai und "THE HONGKONG DAILY PRESS" in Hongkong veröffentlicht werden.

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Hongkong, 10th August, 1900.

OUR PARIS LETTER.

Paris, 24th November.

A good part, and the worst, of the nation has
gone mad in its tactics to strike capital out of
that old political sinner Kruger, who has ar-
rived at Versailles in the Dutch warship. As
ever, the French who disapprove of that folly,
at which foreigners laugh, and the English the
first, remain silent. Somehow the ship was late,
a circumstance the multitude of waiting as-
sistants resented, for no satisfactory explanation
of the delay was given. But it is known that
the English Government would not remain
silent if selected as a Turk's head for the ribald
oratory of the brainless demagogues. Hence
the Versailles "welcome" degenerated into
a fiasco. Then it was discovered that the
British Empire would be able to withstand the
caval of all its international adversaries. This
state of national lunacy succeeding so rapidly
after the Dreyfus symbol of toleration, and the
Fashoda illustration of neighbouring straight-
forward men has produced the most effect. No
doubt the arrangement between England and
Germany, and now, thanks to Mr. Chamberlain,
with Italy—has had a perceptible sedative in-
fluence upon the French. This is backed up by
the known extension of the British ways and
means, for attack and defence. No man of light
and leading is on the side of the momentary
agitation: those who have elected or pitchforked
themselves as chiefs of the blind leading the
blind are mere windbags, and utterly ignorant
of serious politics. They have a chapter of com-
monplaces, a litany of bad names, which they
glitely reel off to the groundlings. Kruger is
not shaped even as a stick to shake at burly
laughing, but contemptuous John Bull. Europe
looks away from Kruger and those engineering
him come into sight. That out-cast of royal-
ty, legally exiled from France, and morally so
from England, the Duc d'Orleans, ordered his
yacht, stationed in Marseilles harbour, to be
decorated with flags and flowers to welcome a
man as wholly devoid of principle as himself.
But birds of a feather flock together.

Affairs in China do not march as placidly as
some Panglosses expected. Public opinion has
its eyes first now rather fixed on the conduct of
the allies than on the Celestials. There has
been inhumanity and looting, especially by
the Russians and the French, at which the
invaders ought most certainly to blush. But it
is folly to think opinion can remedy that; when
war breaks out horrors will be perpetrated.
The Dowager-Empress is accepted as having
regained power; she is in the country of the
partisans—Mahomedans—of Prince Tuan and
company, when the allies await Her Majesty to
deliver up to them for decapitation. In the
eyes of the Empress, to accede to such a de-
mand might be worse for her dynasty than to
beard the allies to do their best or worst. She
appears to be coming round to opposing the
allies, as she becomes installed deeper in the
depths of the Empire. "Catch me if you can,"
she seem to say to the allies, and that is the
work Count von Waldersee has to accomplish.
It involves in a word the destruction of the
Imperial dynasty, for it would never out-
live the disgrace and degradation of the
execution of Prince Tuan, the father of the
society chosen king. Only the English and
the French knew how to cut off the heads of
their inconvenient kings. Western opinion
actually cries out in chorus to adopt a policy of
free trade and open doors in China, and not
partition the gigantic and effete kingdom. The
disembodiment question, however, is anything
but shelved; Russia is not dismayed at the pro-
spect of having to govern more millions of
Chinese and administer their territory. It is
said the other powers are afraid to risk playing
that card, the Chinese might kick, and the stag
at bay is known to be a dangerous foe. It is
anticipated that Prince Tuan and his compro-
mised friends will soon offer a decided resis-
tance to the allied forces; that will enable
Westerners to gauge better the end of the diffi-
culty. But the allies will not remain united to
carry on a war against the Celestials, in whose
favour time tells. In the interim, use all the
open doors for trade.

The utterly objectionable marauding system of
opposing the English adopted by the Boers
meets with no approval. It only now awaits
to extirpate the opposition as ruthlessly as the
Americans and Germans practised. It is from
Lord Kitchener that the necessary severities must
come. And he will soon put them in practice.
It is after all the most humane method. Per-
haps when the Boers get an inkling that it is
not the verities of Dronédele, or the eccentric
poet François Coppée, or Rochefort, or Du-
mont, that command in France, and see
that no help is to be expected they will be
more inclined to cave in. Every day their
holding out; but increases their own miseries,
while exhausting—a happy result—their con-
cealed war material. While the rebels hold out
every means to deprive them of food, ammu-
nition, and shelter must be adopted, their hunt-
ing grounds laid waste, after which the vine and
the fig-tree will soon re-flourish. The plan
is excellent to compel a licence to be taken
out for each horse possessed by a farmer
and also for every gun. Distributing the
cavalry and mounted infantry into small
squads they will soon put a stop to the
raiding vengeance. After the treachery at
Johannesburg, the Boers cannot count upon
British clemency; it dries up that well-spring.
The engagements for the Baden-Powell con-
stantly continue, it appears, to be very suc-
cessful; the qualified applicants are very
numerous, and quite of a superior grade for
rank and file. They are all expected to under-
go an examination at horse-riding, and next to
satisfy the War Office conditions of holding a
safe straight. The candidates are said to be
just the class of men required to make military
colonnels. They are certain to marry and settle
down. The French have not been able to work
out any such scheme so far. However, they do

not much to encourage it. The money is re-
served for blasted armaments.

The Comte de Cornulier married several
years ago and is father of three children,
the eldest a boy aged 14. The husband is an
ex-infantry officer, but his father-in-law states
he was a worthless character. He was very
jealous. Unable to live with him, the wife had
resolved to obtain a judicial separation, since he
would not abide by this private agreement, to live
apart—she supplying the means—and to leave
her to occupy herself, rearing the family. He
did not; she consulted her lawyer in the Rue de
Provence, and he proceeded with the legal
measures. The husband, being of a jealous
temperament, concluded the visits to the law-
yer were amatory meetings, and watched and
waylaid her. A few days ago she arrived at her
adviser's office. She was followed up-stairs by
the husband, who drew a bull-dog revolver, and
lodged bullets in her hand, her breast, and head.
While being conveyed to the hospital she ex-
pired. The lawyer, an aged gentleman of 60,
rushed out of his office, just in time to witness
the agonies of the dying lady. The husband
requested him to seek a priest to administer the
last rites, and he would go and fetch the child-
ren. With a crack-brained husband, of course
the marriage was unhappy.

Except the usual attempts in the Chamber to
turn out the Ministry, and all signal failures,
the Cabinet is as firmly seated as any could be.
That does not imply that it cannot be upset at
any moment, for in the midst of life we are in
death. Premier Waldeck-Rousseau has this
much in his favour, that when called upon he
is ready to resign. He threw up a practice
at the Bar of 250,000 fr. a year, to become
minister at 125,000 fr., and he is independent
as he is fearless. He engages in no intrigues
to extend his official life. President Loubet is
a man of the same kidney, cool and level-
headed. He has caught the mania for motor-
cars, and hopes the patriotic automobilists
will employ French potato and mangel-
wurzel brandy as a motive power, and save
the country purchasing petroleum from the
foreigner.

Better late than never. Paris, the City of
Light, has definitely resolved to abandon gas
lamps for lighting the streets, as she formerly
did. The rue Rivoli, Blyale, and the
Avenue de l'Opera are rapidly receiving the
electric lamp-posts. Paris will soon be as far
advanced as other cities in the up-to-date
industrial application to modern life. A few
more underground railways and the adoption
of chapter has far as the abolition of the
cumbersome machinery of offices, that give no
shelter in bad weather to passengers—on the
Boulevard des Italiens and the rue St. Lazare
and Rome, for example—would effect the econ-
omy. Send out the disengaged staffs to the
Congo, or the Sahara.

The Temperance cause has lost a unit. In
the rue du Temple a jeweller who was since
some months on the fence respecting resigning
all drinks, was opening his shop in the morning
when he observed several of his jinkies, for the
value of 900 fr., that were placed in a small
black bag, had disappeared. He fastened the
broken shop door and went to retail his misfor-
tune to the Commissary of Police. But he entered
a side street to arrive quietly, and in order to
draw his grief or to impart courage, he dropped
into a low pub. for a glass of beer. What was his
astonishment on beholding the trinkets almost
counter, and a man offering the trinkets almost
for nothing. He declined to buy, slipped quietly
out of the shop, secured two policemen,
returned to the pub, had the big-man arrested,
and nearly all his trinkets safe. He admitted
he had recently consulted his fortune-teller on
the matter of renouncing drink. She advised
him not to wholly abstain, but to moderate his
libations. But in his joy at the recovery of his
property, he took with some neighbours a few
extra glasses. However he "was not fu"—only
a wee drop in his sea.

An attempt is being made to make a selection
of the palaces in the rue des Nations, and keep
them up and in repair for ten years. One mil-
lion francs are required; where the sum is to
come from no one knows. The authorities have
not been consulted. The palaces of Italy, Tur-
key, Spain and Serbia are marked for conserva-
tion; they would do as Museums, of which there
is a plethora in France. It is to induce people
to enter them that is the object to be attained.
Of course the stucco palaces would crumble to
dust before ten years. The British Palace,
already bare walls, would be made into an auxil-
iary Pasture Museum and a Bacteriological
Laboratory. There is not the slightest indica-
tion that the Palatians favour the plan.

The mania for ballooning is very general in
France; it is the symbol of wealth, as are car-
riages, yachts, race horses, and motor cars; to
possess a family balloon, as a family omnibus.
M. Verneuchets a few days ago made an ascent
in his aerial ship; nine passengers in all, in-
cluding his sons and daughters. All went
very well till the moment arrived for descending;
that implied no difficulty, opening a valve and
allowing the gas to run out. When the cord was
pulled to open the valve, it broke—consterna-
tion! The balloon sailed majestically on, the
guidopole was resorted to, and happily the anchor
caught in a hedge. When the valve rope was

Bracing!
Refreshing!
Invigorating!
ADD A LITTLE
CONDY'S FLUID
TO YOUR BATH
THE STRENGTHENING EFFECT IS MARVELLOUS
CONDY'S FLUID IS A PERFECTLY PURE
AND HARMLESS PREPARATION
FOR THE BATH, AND IS THE ONLY
ONE THAT IS GUARANTEED TO
GIVE A PERFECTLY PURE
AND HARMLESS PREPARATION

broken one of the sons climbed up to try and
open it; he was carried thus a distance of five
miles. Passants saw the mishap; they seized the
guide rope and secured the safe descent of the
party.

Captain Coblenz is a professor in the Military
School at Pontenobis. A hunt was organized
by the Brothers Loboudy, the sugar-refiners, and
no respectable person is prevented from following
a hunt. Hardly had the "Tallyho" been sound-
ed than the hunt was stopped. A cousin of
Loboudy's approached. Coblenz, notified as he
was a Jew, his presence was objectionable. The
Captain retired, wrote a challenge and so ob-
tained a salue for his wounded honour.

VESSELS ON THE BERTH

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH THE
ATCHESON, TOPEKA AND SANTA FE
RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
AND SAN FRANCISCO,
VIA INLAND SEA OF JAPAN AND
HONOLULU.
TAKING CARGO AND PASSENGERS
TO JAPAN PORTS AND
HONOLULU.
THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH
AMERICA, &c.

S.S. "BERGENHUS" On 30th Dec.

THE Steamship "BERGENHUS" will
be despatched for SAN DIEGO and
SAN FRANCISCO via MOJI, KOBE,
YOKOHAMA and HONOLULU, on SUN-
DAY, the 30th December.

Through Bills of Lading issued to any point
in the United States.
Cargo will be received on board until 5 P.M.
the day previous to sailing. Parcel Packages
will be received at the Office until the same
time. All parcels should be marked to address
in full. Value of same is required.
Consular Invoices, to accompany Cargo des-
tined to points beyond San Diego, should be
sent to the Company's Office, addressed to the
Collector of Customs, San Diego.

For further information as to Freight or
Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, China and Japan.
Hongkong, 21st December, 1900.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS—POSTE FRANCAIS.

NOTICE.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, BOMBAY, ADEN, EGYPT,
MADEIRA, MEDITERRANEAN
AND BLACK SEA PORTS.
LONDON, HAVRE, BORDEAUX,
ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 31st December, 1900,
at 1 P.M., the Company's Steamship
"OCEANIAN," Captain Schmitz, with Mails,
Passengers, Specie and Cargo, will leave this
port for MARSEILLES via BOMBAY.
This Steamer connects at COLOMBO with
the s.s. "Ville de la Ciotat," which vessel takes
on her Passengers and Mails, leaving that port
on the 12th January 1901, direct to Suez,
Port Said and Marseilles.
Cargo and Specie will be registered for Lon-
don as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.

Shipping Orders will be granted till Noon.
Cargo will be received on board until 4 P.M.
Specie and Parcels until 3 P.M. on the 30th
December. (Parcels are not to be sent on board;
they must be left at the Agency's Office.)
Contents and Value of Packages are required.
For further Particulars, apply at the Com-
pany's Office.

G. DE CHAMPEAUX,
Agent,
Hongkong, 18th December, 1900.

CHINA NAVIGATION COMPANY,
LIMITED.

FOR MANILA.
THE Company's Steamship
"TAIYUAN,"
Captain Nelson, will be despatched as above
on SUNDAY, the 31st January.

The attention of Passengers is directed to
the Superior Accommodation offered by this
Steamer. The First-class Saloon is situated
forward of the Engines.
A duly qualified Surgeon is carried, and the
Vessel is fitted throughout with Electric Light.

For Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, 19th December, 1900.

CHINA NAVIGATION COMPANY,
LIMITED.

FOR QUEENSLAND PORTS, SYDNEY
AND MELBOURNE.
THE Company's Steamship
"TAIYUAN,"
Captain Nelson, will be despatched as above
on SUNDAY, the 31st January.

The attention of Passengers is directed to
the Superior Accommodation offered by this
Steamer. The First-class Saloon is situated
forward of the Engines. A Refrigerating
Chamber ensures the Supply of Fresh Provisions
during the entire voyage.

A duly qualified Surgeon is carried, and the
Vessel is fitted throughout with Electric Light.
N.B.—Return Tickets issued by this Company
to and from AUSTRALIA are available for return
by the Steamers of the EASTERN and AUSTRAL-
IAN S.S. Co. and vice versa.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, 19th December, 1900.

THE OSAKA SHOSHEN KAISHA,
LIMITED.

FOR FOCHOOW VIA SHANTOW AND
AMOY.
THE Company's Steamship
"AKASHI MARU,"
Captain K. Suzuki, will be despatched for the
above ports on WEDNESDAY, the 2nd
January, 1901.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents,
Hongkong, 20th December, 1900.

THE Company's Steamship "DORIC,"
will be despatched for SAN FRANCISCO
via SHANGHAI, NAGASAKI, KOBE,
INLAND SEA, YOKOHAMA, and HONO-
LULU on SATURDAY, the 12th January,
1901, at Noon, taking Freight and Passengers
for Japan, the United States, and Europe.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in service of China and Japan, and to
Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

For further information as to passage and
Freight, apply to the Agency of the Company,
Queen's Building.
J. S. VAN BUREN,
Agent,
Hongkong, 20th December, 1900.

VESSELS ON THE BERTH

JACCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES.

MEXICO, CENTRAL AND SOUTH
AMERICA, AND EUROPE, VIA THE
OVERLAND RAILWAYS AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.
VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
DORIC (via Shang-
hai, Nagasaki, Kobe, Inland Sea, Yokohama
and Honolulu) SATURDAY, Jan. 5,
1901, at Noon.

CORICO (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu) TUESDAY, Jan. 29,
1901, at Noon.

GARLIC (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu) SATURDAY, Feb. 23,
1901, at Noon.

THE Company's Steamship "DORIC,"
will be despatched for SAN FRANCISCO
via SHANGHAI, NAGASAKI, KOBE,
INLAND SEA, YOKOHAMA, and HONO-
LULU on SATURDAY, the 12th January,
1901, at Noon.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN and call at HONO-
LULU and passengers are allowed to break
their journey at any point en route.

Through Passenger Tickets granted to Eng-
land, France, and Germany by all trans-Atlantic
lines of Steamers and to the principal cities of
the United States or Canada. Rates and particu-
lars of the various Routes may be obtained
upon application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in service of China and Japan, and to
Government officials and their families.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. via Ports of Call	BENGAL	Brit. str.	—	S. Barcham	P. & O. S. N. Co.	On 5th Jan., at Noon.
LONDON	ACHILLES	Brit. str.	—	Brown	BUTTERFIELD & SWIRE	On 8th Jan.
LIVERPOOL	BRITANNIA	Brit. str.	—	Day	BUTTERFIELD & SWIRE	On 22nd Jan.
BRISBANE, via Ports of Call	DARDANUS	Brit. str.	—	Steeves	BUTTERFIELD & SWIRE	On 12th Jan.
MARSEILLES, &c. via Ports of Call	PRINZ HEINRICH	Ger. str.	—	R. Heintze	MELCHERS & CO.	On 1st Jan., at Noon.
MARSEILLES, LONDON & ANTWERP, v. S'PORE, &c.	OCEANIC	Fr. str.	—	Schmitt	MESSAGERIES MARITIMES	On 31st inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP, v. S'PORE, &c.	SHINANO MARU	Jap. str.	—	G. E. P. Cook	NIPPON YUSEN KAISHA	To-morrow, at Daylight.
HAVRE & HAMBURG	KAMAKURA MARU	Ger. str.	—	H. Petersen	NIPPON YUSEN KAISHA	On 4th Jan., at Daylight.
HAVRE & HAMBURG	WITTENBERG	Ger. str.	—	Hempel	CARLOWITZ & CO.	On 20th inst.
HAVRE & HAMBURG	SILBIA	Ger. str.	—	Müller	CARLOWITZ & CO.	On or about 23rd Jan.
HAVRE & HAMBURG	SIBIRIA	Ger. str.	—	Braun	CARLOWITZ & CO.	On or about 15th Feb.
HAVRE & HAMBURG	PREIBURG	Ger. str.	—	Proesch	CARLOWITZ & CO.	On or about 25th Feb.
TRIESTE, via Ports of Call	GISELA	Aus. str.	—	F. Mosca	SANDER, WIELER & CO.	To-day, P.M.
NEW YORK via Ports and Suez Canal	HUDSON	Brit. str.	—	Dodwell	DODWELL & CO., LIMITED	Quick despatch.
NEW YORK via Suez Canal	DEVONSHIRE	Brit. str.	—	Shevan, Tomes & Co.	ARNHOLD, KARNBERG & CO.	Quick despatch.
VANCOUVER, via SHANGHAI, &c.	EMPEROR OF CHINA	Brit. str.	—	Douglas	CANADIAN PACIFIC R. CO.	On 16th Jan.
VICTORIA, B.C., & TACOMA, via SHANGHAI, &c.	VICTORIA	Brit. str.	—	R. Archibald, R.N.R.	DODWELL & CO., LIMITED	To-morrow.
VICTORIA & VANCOUVER, B.C., & INLAND SEA, &c.	LANARK	Brit. str.	—	J. Panten	CANADIAN PACIFIC R. CO.	On or about 31st inst.
PORTLAND, OREGON, &c. via JAPAN, &c.	ADAMS	Brit. str.	—	G. D. Bowles, R.N.R.	ARNHOLD, KARNBERG & CO.	On or about 30th inst.
PORTLAND (OREGON) U.S.A.	SKARPSHO	Nor. str.	—	J. McIntyre	T.M. STEVENS & CO.	On or about 10th Jan.
SAN FRANCISCO via SHANGHAI, &c.	NIPPON MARU	Jap. str.	—	Tollefsen	PACIFIC MAIL S. S. CO.	On 12th Jan., at Noon.
SAN FRANCISCO via SHANGHAI, &c.	CHINA	Am. str.	—	N. Tate	O. & O. S. S. CO.	On 30th inst.
SAN FRANCISCO via AMOY, &c.	DORIS	Brit. str.	—	Holms	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SAN DIEGO, &c. via MOJI, &c.	BERGENHUS	Brit. str.	—	Nelson	GIBB, LIVINGSTON & CO.	On 3rd Jan., at 4 P.M.
AUSTRALIAN PORTS	ROSETTA MARU	Jap. str.	—	Poesch	BUTTERFIELD & SWIRE	On 6th Jan.
AUSTRALIAN PORTS	TAIYUAN	Brit. str.	—	Duchateau	MESSAGERIES MARITIMES	To-day, at 4 P.M.
YOKOHAMA, KOBÉ & TSINGTAU	PREIBURG	Ger. str.	—	Houermann	EAST ASIATIC TRADING CO.	On or about 31st inst.
SHANGHAI, NAGASAKI, KOBÉ & YOKOHAMA	LYBENUS	Ger. str.	—	T. Leigh	P. & O. S. N. Co.	On 3rd inst., at 4 P.M.
SHANGHAI	PENINSULAR	Brit. str.	—	E. Prehn	MELCHERS & CO.	Quick despatch.
SHANGHAI, NAGASAKI, KOBÉ & YOKOHAMA	PRINZESS IRENE	Ger. str.	—	K. Hasagawa	DOUGLAS LARSEN & CO.	On 2nd Jan.
FOOCHOW via SWATOW & AMOY	AKASHI MARU	Jap. str.	—	Robson	MITSUBI BUSSAN KAISHA	To-morrow, at Daylight.
SWATOW	THALES	Brit. str.	—	K. Hasagawa	MITSUBI BUSSAN KAISHA	On 5th Jan., at Daylight.
SWATOW, AMOY & TAMSUI	TAMSUI MARU	Jap. str.	—	S. Atsumi	JARDINE, MATHESON & CO.	To-day, at 4 P.M.
SWATOW, AMOY & TAIWANPOO	ANPING MARU	Jap. str.	—	N. Tate	NIPPON YUSEN KAISHA	To-morrow, at 5 P.M.
MANILA via AMOY	YUENSANG	Jap. str.	—	A. Ramsay	SHEWAN, TOMES & CO.	On 6th Jan.
MANILA	ROSETTA MARU	Jap. str.	—	Nelson	BUTTERFIELD & SWIRE	On 4th Jan., at Noon.
MANILA	DIAMANTE	Brit. str.	—	S. Kawamura	NIPPON YUSEN KAISHA	
MANILA	TAIYUAN	Brit. str.	—			
BOMBAY, via SINGAPORE & COLOMBO	MIKE MARU	Jap. str.	—			

SHIPPING.

ARRIVALS.
Dec. 24, CHILLI, British str., 1,158, Newcomb, Wuhu 20th Dec. General. BUTTERFIELD & SWIRE.
Dec. 25, PARKING, British transport, 2,875, E. H. W. Warrall, Manila 23rd December.
Dec. 25, DAYBREAK, British str., 700, Best, Canton 4th December, General. CHINESE.
Dec. 25, PROGRESS, German str., 687, P. Brandt, Tourn 22nd December. Rice and Coals.—STEVENS & CO.
Dec. 25, THAL, British str., 820, Robson, Swatow 24th Dec. General.—DOUGLAS LARSEN & CO.
Dec. 25, GLENARTNEY, British steamer, 2,000, Warner, Amoy 24th December, General.—McGregor Bros. & Co.
Dec. 25, HONGKONG, French str., 862, Pannier, Haiphong 23rd December, General.—A. R. MARY.
Dec. 25, HATING, French steamer, 570, Best, Haiphong 22nd Dec. and Hoihow 24th, General.—A. R. MARY.
Dec. 25, PODREBSKI, German str., 6,514, Gensung, Shanghai 22nd December, Ballast.—CARLOWITZ & CO.
Dec. 25, HERMES, Norwegian str., 819, J. C. Jensen, Hongy 22nd December, Coal.—EAST ASIATIC TRADING CO.
Dec. 25, Tsurugisan Maru, Japanese steamer, 2,500, I. Narasaki, Kutchinotani 20th Dec. Coal.—MITSUBI BUSSAN KAISHA.
Dec. 25, GLENFALLOCH, British str., 1,440, Bainbridge, Penang 4th Dec. and Singapore 17th, General.—CHINESE.
Dec. 26, BENLUTHA, British steamer, 1,839, Frigate, Shanghai 23rd December, General. CHINESE.
Dec. 26, M. S. S. French steamer, 1,894, J. Dagdo, Saigon 22nd December, Mails and General.—MESSAGERIES MARITIMES.
Dec. 26, ROSETTA MARU, Jap. str., 3,875, Tata, Yokohama 14th Dec. and Nagasaki 21st, General.—NIPPON YUSEN KAISHA.
Dec. 26, SHINANO MARU, Jap. str., 3,960, Cook, Yokohama 15th Dec. and Moji 22nd, General.—NIPPON YUSEN KAISHA.
Dec. 26, BERGENHUS, Norwegian str., 2,341, J. H. Svendsen, from Portland, Flour.—BUTTERFIELD & SWIRE.
Dec. 26, HAICHING, British str., 1,367, T. P. Hall, Haiphong 22nd Dec. and Pakhoi 24th, General.—DOUGLAS LARSEN & CO.
Dec. 26, WHARF, British str., 1,109, Laver, Shanghai 22nd Dec. General.—BUTTERFIELD & SWIRE.

CLEARANCES.

At the Harbour Master's Office.
26th December.
None.
DEPARTURES.
Dec. 25, ANIGO, German str., for Haiphong.
Dec. 25, CALCHAS, British str., for London.
Dec. 25, WOOSUNG, British str., for Canton.
Dec. 25, LOKSANG, British str., for Bangkok.
Dec. 25, DECIMA, German str., for Saigon.
Dec. 26, ANPING MARU, Jap. str., for Swatow.
Dec. 26, TRITON, German str., for Hongy.
Dec. 26, KWEIYANG, British str., for Amoy.
Dec. 26, HAILAN, French str., for Pakhoi.
Dec. 26, LYNA, British str., for Calcutta.
Dec. 26, CANTHAGE, British hospital str., for Wharfedale.
Dec. 26, POPELISH, Ger. str., for Singapore.
Dec. 26, HVE, French str., for Haiphong.
Dec. 26, MANCHE, French str., for Shanghai.

VESSELS IN DOCK.

ABRUSSON DOCKS.—Witching, Victoria, Kowloon Docks.—Tartar, H.M.S. Sandpiper, Tait, Duke of York, Telemachus, Sultberg, China, Alexander.
COSMOPOLITAN DOCK.—Argyll, Phraeng.

SHIPPING REPORTS.

The French steamer *Manche*, from Saigon 22nd Dec, had fine weather, heavy sea and N.E. trade wind.
The British steamer *Glenfalloch*, from Penang 13th Dec. and Singapore 17th, had fresh N.E. winds and high sea from lat. 10 N. to Gap Hook.
The British steamer *Thales*, from Haiphong 22nd Dec. and Pakhoi 24th, had fresh to strong monsoon, high head sea and fine, clear weather.
The British steamer *Thales*, from Swatow 24th Dec, had moderate N.E. winds and dull, cloudy weather. Vessels in Swatow—*Kingslay* and *Tamsui*.
The British steamer *Chilli*, from Wuhu 20th Dec, had light N.W. wind and fine weather to Huisan Island. From Huisan Island to Chapel Island strong N.E. wind and fine weather.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBTS contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—
ANDREU ORRIG, American ship, Amesbury, Standard Oil Co.
BARK OF FIRE, British str., Cox.—Dodwell & Co., Limited.

VESSELS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, FUME AND TRIESTE. (Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, MALTA, VENICE, and ADRIATIC PORTS)
The Company's Steamship.

"GISELA."
Captain F. Mosca, will be despatched as above TO-DAY, the 27th inst., P.M. Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner. For information as to Passage and Freight, apply to SANDER, WIELER & CO., Agents.
Hongkong, 19th December, 1900. [6]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA via AMOY.
THE Company's Steamship
"YUENSANG."
Captain Rolfe, will be despatched as above TO-DAY, the 27th inst., at 4 P.M. This steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor. For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.
Hongkong, 22nd December, 1900. [3238]

IMPERIAL GERMAN MAIL LINE.

FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.
THE Imperial German Mail Steamship

"PREUSSEN."
OF THE NORDDEUTSCHER LLOYD.
Captain E. Prehn, due here with the outward German Mail about the 27th inst., will leave for the above places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to MELCHERS & CO., Agents.
Hongkong, 24th December, 1900. [8]

NIPPON YUSEN KAISHA.

FOR MANILA.
THE Company's Screw Steamship
"ROSETTA MARU"
(3,411 tons gross, Captain N. Tate, will be despatched for the above port TO-MORROW, the 28th inst., at 4 P.M. This Mail steamer is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Doctor and Stewardess carried. Return tickets issued by this Company are available for return by steamers of the other Lines. For Freight or Passage, apply to A. S. MIHARA, Manager.
Hongkong, 26th December, 1900. [3219]

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship
"DIAMANTE."
Captain A. Ramsay, will be despatched as above TO-MORROW, the 28th inst., at 5 P.M. The attention of Passengers is directed to the excellent accommodation provided by this Steamer. She is fitted throughout with Electric Light. A doctor is carried. For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.
Hongkong, 24th December, 1900. [3243]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.
THE Company's Steamship
"TAMSUI MARU."
Captain K. Hasagawa, will be despatched for the above ports on SUNDAY, the 30th inst., at DAYLIGHT. For Freight or Passage, apply to THE MITSUBI BUSSAN KAISHA, Agents.
Hongkong, 24th December, 1900. [15]

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI INLAND SEA OF JAPAN, KOBÉ AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
VICTORIA	3,502	J. Panten	December 28
QUEEN ADELAIDE	2,832	F. McNaile	January 4
GOODWIN	4,421	A. Jackson	January 18
OLYMPIA	2,837	J. Truebridge	February 1

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES OF THE UNITED STATES and to EUROPE.

HONGKONG to LONDON, £52.
Excellent accommodation. First class Table. Doctor and STEWARDESS carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES. HONGKONG to NEW YORK, £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; Tacoma to New York in 4 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, £35.
The best route to the Klamath Gold Fields. Frequent sailings from VICTORIA and TACOMA to DYKE and St. MICHAEL. Rates of Passage to other Ports on application. A Special rate allowed to members of Government Service. For further information as to Passage or Freight, apply to DODWELL & CO., LIMITED, General Agents.
Hongkong, 21st December, 1900. [10]

HAMBURG-AMERIKA LINIE

(FREIGHT SERVICE).

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

NORDDEUTSCHER LLOYD

(FREIGHT SERVICE).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
WITTENBERG	HAVRE & HAMBURG (London with transshipment in Hamburg)	On 29th December. } Freight.
SAMBIA	HAVRE & HAMBURG (London with transshipment in Hamburg)	About 23rd Jan., 1901. } Freight.
SILESIA	HAVRE & HAMBURG (London with transshipment in Hamburg)	About 5th Feb., 1901. } Freight and Passage.
SIBIRIA	HAVRE & HAMBURG (London with transshipment in Hamburg)	About 15th Feb., 1901. } Freight and Passage.
PREIBURG	HAVRE & HAMBURG (London with transshipment in Hamburg)	About 25th Feb., 1901. } Freight.

These steamers have superior accommodation for passengers and carry a doctor and a stewardess. For further particulars as to Freight, Passage, etc., apply to CARLOWITZ & CO., AGENTS.
HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTATISCHER FRACHTDAMPFER DIENST.
Hongkong, 25th December, 1900. [13]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON, &c.	BENGAL	Noon, 5th Jan., 1901.	See Special Advertisement.
SHANGHAI	PENINSULAR	About 5th Jan., 1901.	Freight or Passage.
PASSENGER SEASON, 1901.			
S.S. PLASSY	7,240 tons	March 30th	MARSEILLES and LONDON Direct
S.S. SOBBAON	7,332 tons	April 27th	Without Transshipment.

For Further Particulars, apply to A. M. MARSHALL, Acting Superintendent.
Hongkong, 25th December, 1900. [1]

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SHINANO MARU	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 28th Dec., at DAYLIGHT.
ROSETTA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 28th Dec., at 4 P.M.
KAMAKURA MARU	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 4th Jan., at DAYLIGHT.
MIKE MARU	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 4th Jan., at NOON.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road. A. S. MIHARA, Manager.

Hongkong, 27th December, 1900.

[12]

OCEAN STEAMSHIP COMPANY.

FOR STEAMERS CAPTAINS TO SAIL.

LONDON	ACHILLES	Brown	8th January, 1901.
LONDON	BRITANNIA	Day	22nd January, 1901.
LIVERPOOL	DARDANUS	Steeves	12th January, 1901.

(Taking Cargo at London Rates). For Freight, apply to BUTTERFIELD & SWIRE. Agents O. S. S. Co.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG. PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS. ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
PRINZ HEINRICH	TUESDAY, 1st January, 1901.
PRINZESS IRENE	WEDNESDAY, 9th January, 1901.
PREUSSEN	WEDNESDAY, 23rd January, 1901.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY, 6th February, 1901.
SACHSEN	WEDNESDAY, 20th February, 1901.
KLAUSCHOU (Hamburg-Amerika Linie)	WEDNESDAY, 6th March, 1901.
BAYERN	WEDNESDAY, 20th March, 1901.
STUTTGART	WEDNESDAY, 3rd April, 1901.
KONIG ALBERT	WEDNESDAY, 17th April, 1901.
PRINZ HEINRICH	WEDNESDAY, 1st May, 1901.
PRINZESS IRENE	WEDNESDAY, 15th May, 1901.

ON TUESDAY, the 1st day of January, 1901, at Noon, the Steamship "PRINZ HEINRICH," of the NORDDEUTSCHER LLOYD, Captain R. Heintze, with MAILS, PASSENGERS SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon on MONDAY, the 31st December, Cargo and Specie will be received on Board until 5 P.M. on MONDAY, the 31st December, and Parcels will be received at the Agency's Office until Noon, on MONDAY, the 31st December. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., AGENTS.
Hongkong, 20th December, 1900. [8]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, via CANADA AND THE UNITED STATES. CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY. Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

EMPEROR OF CHINA. Comdr. R. Archibald, R.N.R. WEDNESDAY, 16th Jan., 1901.

EMPEROR OF INDIA. Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 13th Feb., 1901.

EMPEROR OF JAPAN. Comdr. H. Pybus, R.N.R. WEDNESDAY, 13th Mar., 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for most recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unequalled. For further information, Maps, Guide Books, Rates of Passage, &c., apply to E. BROWN, General Agent, Pender's Street.
Hongkong, 20th December, 1900. [9]

VESSELS ON THE BERTH.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
 CHINA (via Shanghai, Nagasaki, Kobe, and Yokohama) FRIDAY, Dec. 28, at NOON.
 CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yama and Honolulu) TUESDAY, Jan. 22, 1901, at NOON.
 CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yama and Honolulu) THURSDAY, Feb. 14, 1901, at NOON.

THE Company's Steamship "CHINA" will be despatched for SAN FRANCISCO, SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA and HONOLULU on FRIDAY, the 28th December, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States and Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND TRIP in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.
 Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service in China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. on the day, all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
 Agent.
 Hongkong, 22nd December, 1900. [3]

OREGON AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION COMPANY.

PROPOSED SAILING FROM HONGKONG TO PORTLAND (OR.) AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN, KOBÉ AND YOKOHAMA.
 TAKING CARGO TO JAPAN PORTS, THE UNITED STATES, AND CANADA.

THE Steamship "ADATO," 2,145, Captain J. McIntyre, will be despatched on or about 30th Dec. for PORTLAND (OR.) VIA MOJI, KOBÉ AND YOKOHAMA.
 Through Bills of Lading issued to any point in the United States and Canada.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be accepted at the Office of the Undersigned until the same time. All Parcels should be marked to address in full.

Value of same is required.
 Consular Invoices, to accompany cargo destined to points beyond Portland (Or.), should be sent to the Company's Office, addressed to the Collector of Customs, Portland (Or.).

For further information as to Freight rates, &c., apply to

ARNHOLD, KARBURG & CO.,
 Agents.
 Hongkong, 24th November, 1900. [2965]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
 (Calling at Port Darwin and Queensland Ports, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN," Captain Helms, will be despatched for the above ports on THURSDAY, the 3rd January, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, &c., &c., throughout the voyage. This Steamer is installed throughout with the Electric Light.

A Stewardess and a daily qualified Surgeon are carried.
 N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to
 GIBB, LIVINGSTON & CO.,
 Agents.
 Hongkong, 17th December, 1900. [3189]

VESSELS ON THE BERTH.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

With Liberty to Call at MANILA.

THE Steamship

"HUDSON"

will be despatched for the above port on the end of December, and will be followed by the Steamship "POLAR ST. JERNEN" about the middle of January, 1901.

For Freight, apply to
 DODWELL & CO., LD.,
 Agents.
 Hongkong, 3rd December, 1900. [3045]

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

THE Company's Steamship

"TARTAR."

Captain G. D. BOWLES, N.R.E., will leave Hongkong on or about MONDAY, the 31st December, 1900.

For VICTORIA AND VANCOUVER, B.C. (via INLAND SEA, KOBÉ AND YOKOHAMA).

Making close connection at Vancouver with the Canadian Pacific Railway for all points in Eastern Canada, the United States and Europe.

For Freight or Passage, apply to
 D. E. BROWN,
 General Agent, Hongkong.

Hongkong, 19th December, 1900. [3108]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Company's Steamship

"BENGAL."

Captain S. Burchell, carrying Her Majesty's Mails, will be despatched from this office on SATURDAY, the 5th January, at NOON, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to
 A. M. MARSHALL,
 Acting Superintendent.

Hongkong, 24th December, 1900. [1]

SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"DEVONSHIRE"

will be despatched for the above port on or about the 5th January, 1901.

For Freight, apply to
 SHEWAN, TOMES & CO.,
 Agents.

Hongkong, 21st December, 1900. [2858]

FOR PORTLAND (ORE.) U.S.A.

Booking Cargo for SAN FRANCISCO, CAL. and OVERLAND COMMON PORTS of the UNITED STATES by Connecting Railroads.

THE Norwegian First Class Steamer

"SKARPSNO"

Captain Tollefson, will be despatched on or about the 10th January, 1901.

This steamer will be followed about the end of January by

The A.I. Steamship

"MONMOUTHSHIRE,"

Capt. Kennedy,

The A.I. Steamship

"ANDRAVELLI,"

For Freight or Passage, apply to
 T. M. STEVENS & CO.,
 4, Duddell Street,
 Agents.

Hongkong, 21st December, 1900. [3226]

NATAL LINE OF STEAMERS.

THE Underigned GENERAL AGENTS

in CHINA AND JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDIA CHINA STRAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for Cape Ports every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED,
 General Agents for China and Japan.

Hongkong, 4th August, 1897.

FOR NEW YORK.

THE 3/3 L. II British Bark

"B. MORROW"

Captain Douglas, having arrived, is now loading here for the above port and will have quick despatch.

For Freight, apply to
 ARNHOLD, KARBURG & CO.,
 Agents.

Hongkong, 12th December, 1900. [288]

WING OHKONG.

Dealers in JEWELRY, PEARLS, DIAMONDS, CURIOS, JADESTONWARE, CARVED IVORYWARE, SILKS, and GRASS CLOTHES.

AND GENERAL EXPORTERS.

We beg to inform the Ladies and Gentlemen of this Colony that we commenced Business on the 11th April, 1900, and we solicit their kind patronage.

Nos. 1 & 3, D'ARQUILLA STREET,
 Behind Hongkong Dispensary,
 Hongkong, 5th April, 1900. [2881]

HONGKONG STEAMERS.

Aragonia, German str., 3,300, Forst, Dec. 23, Siemens & Co.

Arisaka Maru, Jap. str., 2,133, Tasaka, Dec. 23, M. B. Kaisha.

Bonolutho, British str., 1,343, Frigart, Dec. 26, Borchgrevink.

Borghus, Norw. str., 2,341, Strenden, Dec. 26, Butterfield & Swire.

Benlarig, British str., 1,452, Krohle, Dec. 21, Gibb, Livingston & Co.

Chihli, British str., 1,158, Newcomb, Dec. 24, Butterfield & Swire.

China, American str., 3,187, Seabury, Dec. 20, P. M. S. S. Co.

Chunwang, British str., 1,419, Muir, Dec. 22, Jardine, Matheson & Co.

Daybreak, British steamer, 700, Best, Dec. 20, Chinese.

Doutches, German str., 1,001, Petersen, Dec. 24, Siemens & Co.

Devawongse, German str., 1,057, Textor, Dec. 22, Butterfield & Swire.

Diamante, British str., 1,225, Ramsay, Dec. 24, Shaw, Tomes & Co.

Duke of Fife, British str., 2,416, Cox, Dec. 11, Dodwell & Co., Limited.

Elsa, German str., 2,740, Schonwandt, Dec. 22, Jensen & Co.

Elsa, German steamer, 900, Petersen, Dec. 19, Siemens & Co.

Formosa, British str., 674, Hodgins, Dec. 23, Douglas Lauprak & Co.

Freiburg, German str., 3,834, Priesch, Dec. 23, Siemens & Co.

Gisela, Austrian str., 2,640, Moser, Dec. 23, Sander, Wiser & Co.

Glenartney, British str., 2,000, Wagner, Dec. 25, McGregor Bros. & Co.

Glenfalloch, British str., 1,440, Bainbridge, Dec. 25, Chinese.

Haiching, British str., 1,267, Hall, Dec. 26, Douglas Lauprak & Co.

Hatting, British steamer, 507, Best, Dec. 25, Chinese.

Hermes, Norwegian str., 849, Jensen, Dec. 25, E. A. Trading Co.

Hongkong, French str., 832, Pannier, Dec. 25, A. R. Marty.

Isle of H, British str., 1,082, Crawford, Dec. 24, Siemens & Co.

Jacob Diederichsen, Ger. str., 623, Rieke, Dec. 23, Jensen & Co.

Jana, British steamer, 2,532, Gordon, Dec. 24, P. & O. S. N. Co.

Kanagawa Maru, Jap. str., 3,823, McKenzie, Dec. 21, Nippon Yusen Kaisha.

Maru, Jap. str., 3,745, Berberovich, Dec. 23, Sander, Wiser & Co.

Monkikut, German str., 859, Muller, Dec. 24, Butterfield & Swire.

Phranang, German str., 1,021, Calder, Dec. 15, Melchers & Co.

Piccola, German str., 875, Haas, Dec. 18, Meyer & Co.

Progress, German str., 687, Brandt, Dec. 25, Siemens & Co.

Queen Adelaide, British str., 1,835, McNair, Dec. 20, Dodwell & Co., Limited.

Rosetta Maru, Jap. str., 3,575, Tate, Dec. 26, Nippon Yusen Kaisha.

Sandokan, German str., 1,374, Brandstetter, Dec. 23, Melchers & Co.

Sarpedon, British str., 2,823, Asquith, Dec. 22, Butterfield & Swire.

Shantung, German str., 1,007, Reibellund, Dec. 22, Sander, Wiser & Co.

Shepard Osborn, British cable str., 875, Danmell, Dec. 24, E. E. Telegraph Co.

Shimano Maru, Jap. str., 3,960, Cook, Dec. 26, Nippon Yusen Kaisha.

Singap, British str., 1,053, Jamieson, Dec. 21, Butterfield & Swire.

Sulberg, German str., 782, Jensen, Dec. 17, Siemens & Co.

Taishan, German steamer, 823, Calender, Dec. 19, Meyer & Co.

Taishan, Amr. str., 1,216, Pattison, Dec. 23, Chinese.

Tartar, British steamer, 2,768, Bowles, Oct. 28, C. P. R. Co.

Telemachus, British str., 1,379, Sawyers, Nov. 22, Butterfield & Swire.

Thales, British steamer, 820, Robson, Dec. 25, Douglas Lauprak & Co.

Tsurugisan Maru, Jap. str., 2,560, Narasaki, Dec. 25, M. B. Kaisha.

Victoria, British str., 3,502, Panton, Dec. 20, Dodwell & Co., Limited.

Whang, British str., 1,108, Laver, Dec. 26, Butterfield & Swire.

Wilhelmina, Dutch str., 2,791, Vries, Dec. 18, Order.

Wingang, British str., 1,517, Sellar, Dec. 24, Jardine, Matheson & Co.

Xuensang, British str., 1,128, Relfe, Dec. 24, Jardine, Matheson & Co.

SAILING VESSELS.

Adolph Obirg, Amr. ship, 1,262, Amesbury, Dec. 19, Standard Oil Co.

Astoria, British bark, 1,420, Thorkelsen, Dec. 16, Carlwite & Co.

Benjamin S. Co., American ship, 1,345, Sewall, Sept. 23, Order.

Butchira, British 4-m. bark, 1,876, Purdie, Dec. 13, Government.

Dumbane, Italian bark, 721, Tripani, Oct. 20, Order.

Dundee, British ship, 1,938, Hemming, Oct. 14, Standard Oil Co.

Falwood, British ship, 1,986, Thomas, Dec. 1, Order.

R. Morrow, British bark, 1,156, Douglas, Dec. 4, Arnold, Kargberg & Co.

Swanilla, British ship, 1,939, Fraser, Nov. 26, Standard Oil Co.

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrité, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. C. G. F. M. Craddock, at Nanking.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. E. H. Johnston Stewart, Singapore.

Arethusa, cruiser, 4,300 tons, 10 guns, 5,000 h.p., Captain J. Startin, at Shanghai.

Argonaut, battleship, 11,000 tons, 16 guns, Capt. G. H. Cherry, R.N., at Amoy.

Astraea, cruiser, 4,300 tons, 10 guns, 9,000 h.p., Capt. Alfred W. Paget, at Hongkong.

Aurora, cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. E. H. Bayly, at Weihaiwei.

Battle, battleship, 10,500 tons, 14 guns, 13,000 h.p., Capt. G. J. S. Warrander, Hongkong.

Bonaventure, cruiser, 4,300 tons, 18 guns, 9,000 h.p., Capt. J. C. Sawle, at Nanking.

Brick, cruiser, 6 guns, 3,800 h.p., Comdr. Sir B. R. W. R. Bart., at Singapore.

Britomart, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. Philip Walter, at Hongkong.

Centurion, flagship, 10,500 tons, 14 guns, 13,000 h.p., Capt. J. R. Jellicoe, at Woonung.

Deiane, sloop, 1,440 tons, 8 guns, 2,000 h.p., Comdr. G. W. Wintling, at Hongkong.

Dido, cruiser, 2nd class, 3,600 tons, 11 guns, 9,800 h.p., Capt. P. F. Tiller, Hongkong.

Endymion, cruiser, 7,350 tons, 12 guns, 10,000 h.p., Capt. G. A. Callaghan, at Hongkong.

Eak, gunboat, 363 tons, 3 guns, 200 h.p., Lieut. and Comdr. C. Chadwick, at Shanghai.

Handy, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. and Comdr. G. H. Holden, at Hongkong.

Hart, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. and Comdr. J. G. Armstrong, at Shanghai.

Hermione, cruiser, 4,300 tons, 10 guns, 9,000 h.p., Capt. E. S. Cumming, at Nanking.

Humber, storeship, 1,640 tons, Comdr. H. J. Davison, at Hongkong.

Idis, cruiser, 2nd class, 3,850 tons, 11 guns, 9,600 h.p., Capt. G. M. Henderson, at Amoy.

Janus, torpedo-boat destroyer, Lieut. and Comdr. R. G. Corbett, at Hongkong.

Linnæ, gun-vessel, 750 tons, 6 guns, 870 h.p., Comdr. Wm. W. Smythe, at Wuhu.

Lizard, gunboat, 715 tons, 6 guns, 1,000 h.p., Lieut. John C. Watson, at Canton.

Marathon, cruiser, 2,950 tons, 6 guns, Capt. John G. M. Field, at Bombay.

Mohawk, cruiser, 1,770 tons, 6 guns, 3,500 h.p., Capt. F. W. Fraser, at Pechow.

Orlando, cruiser, 5,600 tons, 12 guns, 8,500 h.p., Lieut. Comdr. H. C. B. Cooke, at Weihaiwei.

Orlando, cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. J. H. T. Burke, at Shanghai.

Otter, torpedo-boat destroyer, Lieut. and Comdr. H. D. Wilkin, D.S.O., at Hongkong.

Peacock, gunboat, 775 tons, 6 guns, 1,200 h.p., Lieut. Comdr. C. P. R. Cooke, at Weihaiwei.

Phoenix, sloop, 1,015 tons, 6 guns, 1,400 h.p., Comdr. R. G. Fraser, at Weihaiwei.

Pigmy, gunboat, 755 tons, 6 guns, 1,200 h.p., Lieut. Comdr. J. F. E. Green, at Singapore.

POST OFFICE NOTICES.

The *Doric*, with the American Mail of the 26th ult., left Yokohama on Wednesday, the 19th inst., at daylight, and may be expected here on Thursday.

The *Prinz Heinrich*, with the German Mail, of the 26th November, left Singapore on Saturday, the 22nd inst., at 6 p.m., and may be expected here on Sunday.

MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Bangkok	Mongkut	Thursday, 27th, 9.00 A.M.
Singapore	Decima	Thursday, 27th, 2.00 P.M.
Amoy and Manila	Yuenang	Thursday, 27th, 3.00 P.M.
Singapore, Penang, Colombo, Port Said, Marseilles, London and Antwerp	Shinano Maru	Thursday, 27th, 5.00 P.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO (Supplementary mail on board up to the time fixed for departure of the Mail. Extra Postage 10 cents)	China	Friday, 28th, 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne	Rosetta Maru	Friday, 28th, 3.00 P.M.
Manila	Diamant	Friday, 28th, 4.00 P.M.
Kobe, Yokohama, San Diego and San Francisco	Bergenhof	Sunday, 30th, 9.00 A.M.
EUROPE, &c., India via Tutuila (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)	Oceanic	Circulars, 8.00 A.M. Registration, with late fee of 10 cents, up to 10.45 A.M.
EUROPE, &c., India via Tutuila (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)	Prinz Heinrich	Papers, 10.30 A.M. Letters, 11.00 A.M.
EUROPE, &c., India via Tutuila (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)	Bengal	Tuesday, 1 Jan., 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
Manila, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne (A Supplementary mail will be closed on Sunday, 6th January, at 9 a.m.)	Taiyuan	Saturday, 5 Jan., 5.00 P.M.
EUROPE, &c., India via Tutuila (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)	Princess Irene	Wednesday, 9 Jan., 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER, B.C. (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)	Empress of China	Wednesday, 16th Jan., 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)

COMMERCIAL CLOSING QUOTATIONS.

SATURDAY, 22nd December.	
ON LONDON—	Telegraphic Transfer 2/0 1/2
Bank Bills, on demand 2/0 1/2	
Bank Bills, at 30 days sight 2/1	
Bank Bills, at 4 months sight 2/1 1/2	
Credits, at 4 months sight 2/1 1/2	
Documentary Bills, at 4 months sight 2/1 1/2	
ON PARIS—	Bank Bills, on demand 2/6 3/4
Credits, at 4 months sight 2/6 3/4	
ON GERMANY—	On demand 2/12
ON NEW YORK—	Bank Bills, on demand 50 1/2
Credits, 60 days sight 51 1/2	
ON BOMBAY—	Telegraphic Transfer 15 1/4
Bank, on demand 15 1/4	
ON CALCUTTA—	Telegraphic Transfer 15 1/4
Bank, on demand 15 1/4	
ON SHANGHAI—	Bank, at sight 7 1/2
Private, 30 days sight 7 1/2	
ON YOKOHAMA—	On demand 2 p.c. dis.
ON MANILA—	On demand 1 p.c. dis.
ON SINGAPORE—	On demand 3 p.c. pm.
ON BATAVIA—	On demand 12 1/4
ON RAIPUR—	On demand 2 p.c. pm.
ON SAIGON—	On demand 1 p.c. pm.
ON BANGKOK—	On demand 60
SOVEREIGNS, Bank's Buying Rate 95 1/2	
GOLD LEAF, 100 fine, per tael 39 7/8	
SILVER, per oz 29 1/2	

VESSELS EXPECTED.

THE INDIAN MAIL.
The Indo-China steamer *Chelanga*, from Calcutta and Straits, left Singapore for this port on Tuesday, 19th inst., at 5 p.m.

THE GERMAN MAIL.
The Imperial German Mail steamer *Preussen*, carrying the German mails with dates from Berlin of the 26th inst., left Singapore on the 22nd inst., at 6 p.m., and may be expected here on Sunday, the 27th inst.

The Imperial German Mail steamer *Prinz Heinrich* left Kobe via Nagasaki and Shanghai on the 22nd inst., p.m., and may be expected here on or about Monday, the 31st inst.

THE CANADIAN MAIL.
The C.P.R. steamer *Empress of China* arrived at Nagasaki at 9 a.m. on Saturday, the 22nd inst., and left again at 4 p.m. same day for Shanghai and this port.

THE AMERICAN MAIL.
The O. & O. steamer *Doric*, with mails, &c., left Shanghai for this port on the 25th inst., at 11 a.m.

The T.K.K. steamer *Nippon Maru*, with mails, &c., from San Francisco to the 8th inst., via Honolulu, has arrived at Yokohama, and left for this port on the 19th inst. via Island Sea, Kobe, Nagasaki and Shanghai.

THE FRENCH MAIL.
The M.M. steamer *Indus*, with the outward French Mail, will leave Saigon on Friday, the 29th inst., at 5 a.m., for this port.

MITSUBISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK" NAGASAKI.
A.I.A.C. Scott's and Engineering Codes Used.

DOCK No. 1 (at TATEGAMI).	
Extreme Length...	523 feet.
Length on Blocks...	513 "
Width of Entrance on Top...	89 "
Width of Entrance on Bottom...	77 "
Water on Blocks at Spring Tide...	253 "

DOCK No. 2 (at MUKAJIMA).

DOCK No. 2 (at MUKAJIMA).	
Extreme Length...	371 feet.
Length on Blocks...	350 "
Width of Entrance on Top...	68 "
Width of Entrance on Bottom...	53 "
Water on Blocks at Spring Tide...	22 "

PATENT SLIP (at KOSUGE).
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the latest improvements in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.

THE COMPANY has a POWERFUL SALVAGE PLANT READY AT SHORT NOTICE.

JOINT STOCK SHARES.

HONGKONG, 21st December.

STOCKS.	No. of SHARES.	ISSUE PRICE.	LAST DIVIDEND.	CLOSING QUOTATIONS.
BANKS.				
Hongkong and Shanghai Banking Corporation	80,000	\$125	\$125	20 1/2, div. at 1/184.
Bank of China & Japan, Ltd.	100,875	24	24	None
Do. Deformed	1,280	1 1/2	1 1/2	None
Bank of China, Ltd.	10,000	24	24	2 1/8 for 1899
Do. Founders Shares	25,000	24	24	2 1/8 for 1899
MARINE INSURANCE.				
Union Ins. Society, Ltd.	10,000	\$250	\$250	49 p.c. = \$20 for 1899
China Traders Ins. Co., Ltd.	24,000	\$83 1/3	\$83 1/3	10 p.c. for 1899
North China Ins. Co., Ltd.	5,000	\$100	\$100	10 p.c. for 1899
Yantai Ins. Assn., Ltd.	5,000	\$100	\$100	10 p.c. for 1899
Canton Ins. Office, Ltd.	10,000	\$250	\$250	10 p.c. for 1899
Straits Insurance Co., Ltd.	30,000	\$100	\$100	10 p.c. for 1899
FIRE INSURANCE.				
Hongkong Fire Ins. Co., Ltd.	8,000	\$250	\$250	2 1/8 for 1899
China Fire Ins. Co., Ltd.	20,000	\$100	\$100	2 1/8 for 1899
SHIPPING.				
Hongkong, Canton and Macao S.S. Co., Ltd.	80,000	\$15	\$15	(\$1.20 for half year ended 30/10/10)
Indo-China S.S. Co., Ltd.	60,000	\$20	\$20	(\$1.20 for half year ended 30/10/10)
China & Manilla S.S. Co., Ltd.	14,000	\$30	\$30	20 p.c. for 1899
Douglas Steamship Co., Ltd.	20,000	\$50	\$50	12 p.c. for year ending 30/10/10
China Mutual S.S. Co., Ltd.	20,000	\$210	\$210	Int. of 5 p.c. on account of 1899
Do. Ordinary	20,000	\$210	\$210	Int. of 5 p.c. on account of 1899
Do. do.	20,000	\$210	\$210	Int. of 5 p.c. on account of 1899
Star Ferry Co., Limited	10,000	\$10	\$10	Int. of 5 p.c. on account of 1899
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	Int. of 5 p.c. on account of 1899
REFINING.				
China Sugar Refining Co., Ltd.	20,000	\$100	\$100	Int. of 3 1/2 p.c. per share on a/c 1899
Luzon Sugar Refining Co., Ltd.	7,000	\$100	\$100	Int. of 3 1/2 p.c. per share on a/c 1899
MINING.				
Panjin Mining Co., Ltd.	60,000	\$8	\$8	None
Do. Preference	30,000	\$1	\$1	None
Societe Fran. des Charbonnages de Tonkin	10,000	Fr. 250	Fr. 250	None
Queens Mining Limited	400,000	25 cts.	25 cts.	None
Jelchu Mining and Trading Company, Ltd.	40,000	\$5	\$5	6 p.c. half year end 31/7/10 (coupon 9)
Raub Australian Gold Mining Co., Limited	200,000	\$1	\$1	15 shg. 61 cts. 10th div. on 7/7/10
Oliver's Freehold Mines, Limited	15,000	\$5	\$5	None
Great Eastern and Cal. Gold Mining Co., Ltd.	140,000	\$4	\$4	First year
Do. Preference	70,000	\$1	\$1	30 cents
DOCKS, WHARVES, &c.				
Hongkong and Whampoa Dock Co., Ltd.	12,500	\$125	\$125	3 p.c. 1/2 p.c. bonus for year ended 30/10/10
Hongkong and Whampoa Dock Co., Ltd.	30,000	\$50	\$50	Int. of 5 p.c. on account of 1899
Wharf and G. Co., Ltd.	2,000	\$100	\$100	Int. of 5 p.c. on account of 1899
W. Nelson Warehouse and Storage Co., Ltd.	2,000	\$100	\$100	Int. of 5 p.c. on account of 1899
New Amoy Dock Co., Ltd.	6,000	\$60	\$60	Int. of 5 p.c. on account of 1899
LANDS, HOTELS & BUILDINGS.				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	\$100	Int. of 5 p.c. on account of 1899
Kowloon Land & B. Co., Ltd.	6,000	\$50	\$50	Int. of 5 p.c. on account of 1899
West Point Building Company, Limited	12,500	\$50	\$50	Int. of 5 p.c. on account of 1899
Hongkong Hotel Company, Limited	12,500	\$50	\$50	Int. of 5 p.c. on account of 1899
Orlando Hotel Co., Limited	7,000	\$50	\$50	Int. of 5 p.c. on account of 1899
Hamphreys Est. & Fin. Co.	100,000	\$10	\$10	Int. of 5 p.c. on account of 1899
COTTON MILLS.				
Ewe Cotton Spinning & Weaving Co., Ltd.	17,500	Fr. 100	Fr. 100	3 p.c. for period ending 31/10/10
International Cotton Mill Co., Ltd.	10,000	Fr. 100	Fr. 100	3 p.c. for period ending 31/10/10
Leong Kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Fr. 100	Fr. 100	3 p.c. for period ending 31/10/10
Soy Chee Cotton Spinning Company, Ltd.	2,000	Fr. 100	Fr. 100	3 p.c. for period ending 31/10/10
Yahloong Cotton Spinning Co., Ltd.	7,500	Fr. 100	Fr. 100	3 p.c. for period ending 31/10/10
Wear & Dye Co., Ltd.	12,000	Fr. 100	Fr. 100	3 p.c. for period ending 31/10/10
MISCELLANEOUS.				
Green Island Cement Co.	50,000	\$10	\$10	10 p.c. for 1899
China Borneo Co., Ltd.	7,500	\$20	\$20	Int. of 5 p.c. for 1899
A. S. Watson & Co., Ltd.	60,000	\$10	\$10	Int. of 5 p.c. for 1899
Hongkong Electric Co., Ltd.	20,000	\$10	\$10	Int. of 5 p.c. for 1899
Hongkong and China Gas Company, Limited	7,000	\$10	\$10	Int. of 5 p.c. for 1899
Hongkong Sops Mfg. Co., Ltd.	10,000	\$50	\$50	Int. of 5 p.c. for 1899
Geo. Fenwick & Co., Ltd.	6,000	\$25	\$25	Int. of 5 p.c. for 1899
Hongkong High Level Tramways Co., Ltd.	1,250	\$100	\$100	Int. of 5 p.c. for 1899
Dairy Farm Co., Ltd.	10,000	\$71	\$71	Int. of 5 p.c. for 1899
Carmichael & Co., Ltd.	2,000	\$25	\$25	Int. of 5 p.c. for 1899
Hk. & China Bakery Co., Ltd.	600	\$50	\$50	Int. of 5 p.c. for 1899
Campbell, Moore & Co., Ltd.	1,200	\$10	\$10	Int. of 5 p.c. for 1899
Bell's Asbestos & Ag. Co., Ltd.	10,000	\$10	\$10	Int. of 5 p.c. for 1899
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	Int. of 5 p.c. for 1899
Tobacco Planting Co., Ltd.	20,000	\$5	\$5	Int. of 5 p.c. for 1899
China Paper Mill & Co., Ltd.	50,000	\$20	\$20	Int. of 5 p.c. for 1899
Watkins, Limited	10,000	\$10	\$10	Int. of 5 p.c. for 1899
Universal Trading Co.	10,000	\$20	\$20	Int. of 5 p.c. for 1899
CHINA COMPANIES.				
Aluminium, Limited	200	\$500	\$500	Int. of 10 p.c. for 1899
Commercial, Limited	200	\$500	\$500	Int. of 10 p.c. for 1899
Hensons, Limited	750	\$100	\$100	Int. of 10 p.c. for 1899
La Favorita, Limited	180	\$500	\$500	Int. of 10 p.c. for 1899

MITSUBISHI BUSSAN KAISHA

No. 6, ICE HOUSE STREET, PRATA CENTRAL.
Head Office—Tokyo.
Branch Office—LONDON, NEW YORK, HONGKONG, SHANGHAI, TIENTSIN, NEWCHANG, and all Ports in JAPAN.

AGENCIES—
Mitsui Coal Mines, Kanabai Coal Mines, Hokoku Coal Mines, Yoshinaka Coal Mines, Onoura Coal Mines, No. 1, Onoura Coal Mines, Ichimura Coal Mines, Kishida Coal Mines, Yohio Coal Mines, Yamano Coal Mines, Manoura Coal Mines, The Onaka Shosen Kaisha, Limited, Tokio Marine Insurance Co., Limited, Meiho Fire Insurance Co., Limited, Kanagawa Cotton Spinning Mills, Shanghai Cotton Spinning Mills, Osaka Cotton Spinning Mills, Onoda Cement Company, Imperial Government Paper Mills, MITSUBISHI BUSSAN KAISHA, M. FUJISE, Manager.

Hongkong, 19th August, 1899. [2786]

TELEPHONE SURGEON DENTIST, No. 10, D'ARQUILL STREET.

TERMS VERY MODERATE. Consultation Free. Hongkong, 22nd September, 1891. [2482]

NOTICE. [1619]

THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 21st DECEMBER, P.M.

STATION.	FEET.	TEMP.	WIND.	WIND.	WIND.
Victoria	30.22	30.22	30.22	30.22	30.22
Tokyo	30.22	30.22	30.22	30.22	30.22
Kobe	30.22	30.22	30.22	30.22	30.22
Nagasaki	30.22	30.22	30.22	30.22	30.22
Kagoshima	30.22	30.22	30.22	30.22	30.22
Taipei	30.22	30.22	30.22	30.22	30.22
Manila	30.22	30.22	30.22	30.22	30.22
Swatow	30.22	30.22	30.22	30.22	30.22
Canton	30.22	30.22	30.22	30.22	30.22
Shanghai	30.22	30.22	30.22	30.22	30.22
Yokohama	30.22	30.22	30.22	30.22	30.22
Kobe	30.22	30.22	30.22	30.22	30.22
Nagasaki	30.22	30.22	30.22	30.22	30.22
Kagoshima	30.22	30.22	30.22	30.22	30.22
Taipei	30.22	30.22	30.22	30.22	30.22
Manila	30.22	30.22	30.22	30.22	30.22
Swatow	30.22	30.22	30.22	30.22	30.22
Canton	30.22	30.22	30.22	30.22	30.22
Shanghai	30.22	30.22	30.22	30.22	30.22
Yokohama	30.22	30.22	30.22	30.22	30.22
Kobe	30.22	30.22	30.22	30.22	30.22
Nagasaki	30.22	30.22	30.22	30.22	30.22
Kagoshima	30.22	30.22	30.22	30.22	30.22
Taipei	30.22	30.22	30.22	30.22	30.22
Manila	30.22	30.22	30.22	30.22	30.22
Swatow	30.22	30.22	30.22	30.22	30.22
Canton	30.22	30.22	30.22	30.22	30.22
Shanghai	30.22	30.22	30.22	30.22	30.22
Yokohama	30.22	30.22	30.22	30.22	30.22
Kobe	30.22	30.22	30.22	30.22	30.22
Nagasaki	30.22	30.22	30.22	30.22	30.22
Kagoshima	30.22	30.22	30.22	30.22	30.22
Taipei	30.22	30.22	30.22	30.22	30.22
Manila	30.22	30.22	30.22	30.22	30.22
Swatow	30.22	30.22	30.22	30.22	30.22
Canton	30.22	30.22	30.22	30.22	30.22
Shanghai	30.22	30.22	30.22	30.22	30.22
Yokohama	30.22	30.22	30.22	30.22	30.22
Kobe	30.22	30.22	30.22	30.22	30.22
Nagasaki	30.22	30.22	30.22	30.22	30.22
Kagoshima	30.22	30.22	30.22	30.22	30.22
Taipei	30.22	30.22	30.22	30.22	30.22
Manila	30.22	30.22	30.22	30.22	30.22
Swatow	30.22	30.22	30.22	30.22	30.22
Canton	30.22	30.22	30.22	30.22	30.22
Shanghai	30.22	30.22	30.22	30.22	30.22
Yokohama	30.22	30.22	30.22	30.22	30.22
Kobe	30.22	30.22	30.22	30.22	30.22
Nagasaki	30.22	30.22	30.22	30.22	30.22